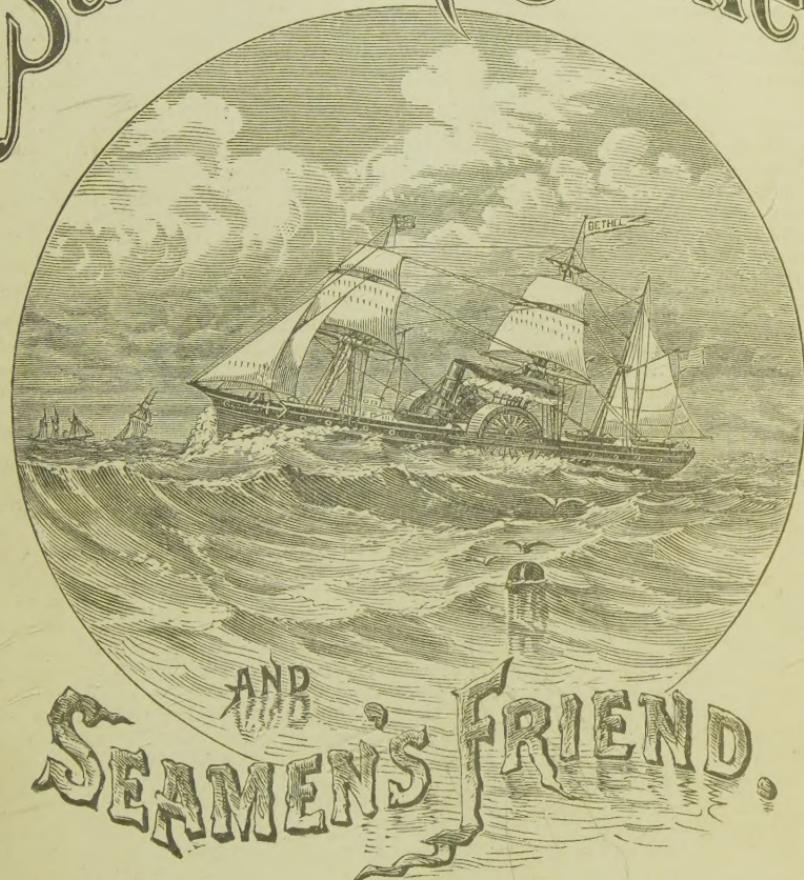


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THE
Sailors' Magazine,



AND
SEAMEN'S FRIEND.

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THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND.

THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND, a monthly pamphlet of thirty-two pages, will contain the proceedings of the American Seamen's Friend Society, and its Branches and Auxiliaries, with notices of the labors of local independent Societies, in behalf of Seamen. It will aim to present a general view of the history, nature, progress and wants of the SEAMEN'S CAUSE, commanding it earnestly to the sympathies, the prayers and the benefactions of all Christian people.

It is designed also to furnish interesting reading matter for Seamen, especially such as will tend to their spiritual edification. Important notices to Mariners, memoranda of disasters, deaths, &c., will be given. It will contain correspondence and articles from our Foreign Chaplains, and of Chaplains and friends of the cause at home. No field at this time presents more ample material for an interesting periodical. To single subscribers \$1 a year, invariably in advance. It will be furnished Life Directors and Life Members gratuitously, *upon an annual request for the same.*

THE SEAMEN'S FRIEND

Is also issued as an eight page monthly tract adapted to Seamen, and gratuitously distributed among them. It is furnished Auxiliary Societies for this use, at the rate of one dollar per hundred.

THE LIFE BOAT.

This little sheet, published monthly, will contain brief anecdotes, incidents, and facts relating to Sea Libraries.

Any Sabbath-School that will send us \$20, for a loan library, shall have fifty copies gratis, monthly, for one year, with the postage prepaid by the Society

In making remittances for subscriptions, always procure a draft on New York, or a *Post Office Money Order*, if possible. Where neither of these can be procured, send the money but always in a REGISTERED letter. The registration fee has been reduced to fifteen cents, and the present registration system has been found by the postal authorities to be virtually an absolute protection against losses by mail. All Postmasters are obliged to register letters whenever requested to do so.



THE SAILOR'S MAGAZINE AND SEAMEN'S FRIEND.

Vol. 49.

MARCH, 1877.

No. 3.

From The Sanitarian.

THE SAFETY OF SHIPS AND THOSE WHO TRAVEL IN THEM.

Read before the American Public Health Association, at Boston, Mass., October 5th, 1876,

BY JOHN M. WOODWORTH, A.M., M.D.,

SUPERVISING SURGEON GENERAL, U. S. MARINE HOSPITAL SERVICE.

The waste of human life is everywhere. After the waste by war, in no field of human activity is it more strikingly illustrated than among the toilers of the sea. Every year brings its measure of disasters on the sea, seemingly with as much regularity as the seasons follow in the march of time. During the year 1875, 1,502 American vessels are reported to have suffered disaster; adding to this number the 85 casualties to foreign vessels on our shores, gives a total of 1,587. Of this number 477 vessels collided, and 209 casualties were admitted to have arisen directly from carelessness or ignorance. Three hundred and twelve vessels, aggregating a tonnage of 102,512 tons, and valued, with their cargoes, at upward of ten millions dollars, were wrecks involving a total loss. The number of lives imperil-

ed in these disasters was 20,215, and 888 lives were lost, besides 73 persons drowned when no other casualty occurred to the vessel.

One hundred and fifty vessels were reported to the British Board of Trade in the year 1873-4 as not heard from after sailing or being spoken at sea. All of these are supposed to have gone down with the 2,381 persons on board. Including these missing vessels there were reported to the same authority, in the same year, 6,084 vessels as having suffered wreck, collision or other casualty, resulting in the total loss of 1,411 vessels and 6,817 lives. During the ten years ending June 30, 1874, there were 22,098 wrecks, collisions and other casualties of vessels reported as having occurred on or near the coast of the British Isles alone. Over 25 per cent. of this number were total

wrecks, involving a loss of over 8,200 lives and the value of about \$90,000,000 in property. With such a startling array of facts it is no wonder that the appeal of Samuel Plimsoll has been heard around the world.

No thoughtful person will doubt that a large proportion of these casualties were preventable. They result chiefly from the use of unseaworthy vessels, from lack of the necessary amount of force, by reason of short crews and unseaworthy sailors, from overloading, or from ignorance, inattention or recklessness of officers. Exact statistics giving the causes of loss of vessels and life are only obtainable in a small proportion of the total number involved.

In the British mercantile service three-fourths of the casualties in 1873-4 are placed under the head—"other casualties," and in the statistics of the United States for 1874-5, three-fifths are so classed. In the British service for the year named, (1) "defects in ships and equipments" is the reported cause of 113 disasters; (2) "overloading" of 8, and (3) "carelessness, inattention or ignorance" is charged with 273; while (4) "collisions," the major portion of which should, without doubt, be charged under the last head, is the reported cause of 1,537 disasters. In the service of the United States, 20, 3, 101 and 986 stand over against the four last named causes respectively. Overloading is given as the cause of only eleven casualties in an aggregate of 7,671, but most of the vessels that go down, from this cause, are a part of the long list of those never more heard from after leaving port.

Of United States vessels which suffered casualties in the year 1874, 5,832 were under ten years old; 478 over ten years and under 25; 95

over 25 and under 50 years, while the age of over eleven per cent. is unknown.

Of the 21,109 vessels lost or damaged on or near the coasts of the British Isles during nine and one-half years ending June 30th, 1874, 923 are known to have been over 50 years old, 12 of these being upward of 100 years, and over ten per cent. of the whole number unknown.

Great Britain and her colonies and the commercial countries of Europe, together with the United States of America, have in the aggregate, over 150,000 vessels, with a tonnage of nearly 19,900,000 tons, and an estimated aggregate crew of over 1,000,000 of sailors. It should be remembered, however, that the number of seamen required to man the vessels does not comprise the total number of sailors. There are probably 1,500,000 seamen belonging to Europe and the United States.

"The commercial marine of the United States represents our distinct nationality in all climes and upon all seas; an interest that has given more and asked less of the Government than any other of similar magnitude; an interest more essentially American in the highest and best sense, than any other which falls under the legislative power of the Government." Let us inquire what the Government has done and is doing to protect our ships, and those who travel in them.

Under the power given by the Constitution of the United States, Congress assumed charge of all aids to navigation by act of August 7, 1798. During the Colonial period light-houses were established at twelve different points on the Atlantic coast from Portland, Maine, to Charleston, South Carolina; but under the wise policy adopted and steadily maintained by the Government in respect of this service, the

number of light-houses and stake-lights now number 934. There are besides these, 30 light vessels, 53 fog signals operated by steam or hot air engines, 413 day-beacons and 2,971 buoys; 28 small vessels are employed as tenders. Some of the ablest scientific men of our times are employed in perfecting this great system of guides set up on the highways of commerce, and maintained free of expense, not only to our own vessels, but to those of every nationality. The Light-House Board are now experimenting with an automatic signal buoy, invented by a citizen of New York, which not only promises to make every dangerous rock "speak for itself," but by different tones, or interrupted blasts of sound, enables the mariner to determine his position in the densest fog or darkest night. With the ordinary ground swell this buoy has been heard from seven to nine miles.

The signal service is of recent application as an aid to commerce. Through a system of signal flags, displayed at our principal ports, it warns the seafaring of approaching storms, and through its instrumentality many disasters are averted.

The coast survey began in 1807, when the President was authorized to cause a survey to be taken of the coasts of the United States within twenty leagues of any point of the shores. This service has been conducted with great ability and vigor. It supplies the navigator with correct guides to the actual channels, which in many of our harbors are so changeable as to demand constant watchfulness. The Coast Survey Service has published a "Coast Pilot," which contains, for ready use by the seafaring, a digest of the information laid down on the charts. It is in the approach to the shore that the

dangers begin. But thanks to the liberal wisdom of the Government in this direction, the captain, through the well directed labors of the coast survey, is forewarned and forearmed.

The Life Saving Service of the United States was inaugurated in 1850, but its establishment on its present efficient basis, dates from 1871. The Life Saving Service stations now in operation, number 135, with about 965 men employed, and 12 more stations are in process of erection. Since the present organization was begun, in 1871, up to the present year, 281 vessels have been driven ashore upon the line of coast protected by such stations, having on board 3,240 persons, of whom 3,197 were saved and 43 were lost. The revenue vessels of the United States, numbering 34, in addition to protecting the revenue, render efficient service to vessels in distress. Under the act of Dec. 22, 1837, the President annually designates about ten of these vessels to cruise during the inclement and dangerous season, specially prepared to render assistance to distressed mariners, and under these orders they are constantly cruising (not going into port except when absolutely necessary) from about December 1 to April 1. In the year 1875, 195 vessels in distress were assisted by the revenue vessels, and 81 persons saved.

The Marine Hospital Service, though directly concerned only in restoring the sick and disabled, could, through its medical officers, ascertain the physical condition of seamen before shipping, and thereby prevent unseaworthy sailors from endangering the safety of vessels as they now do. It is of common occurrence for a vessel starting on a long voyage to find on the first day out that one, two or three of the crew are unfit for

service. They become a tax upon the vessel without rendering adequate return. The ship's crew, probably short at the start, or at least limited to the smallest number considered absolutely necessary to man the vessel, becomes by the unexpected reduction overtaxed and overworked, and consequently more or less inattentive to duty. On arriving in a foreign port, if the vessel is so fortunate as to reach a haven, the unseaworthy sailors can claim full pay for the time spent, and the master of the vessel must deposit three months' extra wages with the United States Consul for each seaman he discharges. Hundreds of such seamen are returned to the United States from foreign ports every year at the expense of the Government. Thus the Government and commerce are both unnecessarily taxed; many lives are sacrificed and property goes to the bottom of the sea from a cause preventable by already existing machinery. The application of the remedy rests with Congress. If put into operation it would work good to all concerned, especially to the shipping interests. The acknowledged efficiency of the life saving service of this country is without doubt enhanced by the physical examination of the members of its *personnel*, which is made yearly by a medical officer of the Marine Hospital service detailed for that purpose.

There remains for consideration in this connection the steamboat inspection service, which is more especially intended to prevent the loss of life on steam vessels. As early as 1838 a law was enacted, growing out of the frequent explosions which occurred on the rivers where high pressure steam power has, almost uniformly, been employed. Under this law a system of inspection, both of boilers and

hulls of steam vessels, was established, and various safeguards provided, such as requirements in regard to safety-valves, life-boats, signal lights, etc. This statute was farther amended March 3, 1843; but it was found defective in its operations.

The adoption of more efficient measures, however, did not take place until after the occurrence of a catastrophe unparalleled in the history of steam navigation. One of the largest and most elegantly equipped steamboats on the Western rivers exploded all her boilers on her trial trip at Cincinnati, in 1851, blowing the boat into pieces and killing over two hundred people who were on board, and scattering fragments of their bodies on either shore of the river. Following this horror a law was enacted (Aug. 30, 1852,) which continued in force, with slight modifications from time to time, until its repeal by the act of Feb. 28, 1871, which is a codification of all previous laws, embracing additional safeguards which experience has proved to be desirable. The provisions of this law—which still remains in force—relate to means of preventing and extinguishing fire; the appointment of inspectors of hulls and of boilers, and their qualifications and duties; the construction and material of boilers, their working power and maximum pressure of steam; and finally the qualifications of ships' officers, who are required to be licensed by the local boards of inspectors.

This act, like every preceding act, has met with determined and persistent opposition. Before the law had been in force six months a convention of steamboat men met in Louisville, Ky., and resolved that they would use every effort to repeal it. They appointed a committee to frame a new bill, and a

tax was levied upon the steamboat tonnage of the country, of five cents a ton, to effect its passage. The bill passed the House of Representatives and would have become a law, but for the opposition which it met in the Senate, at that time, and has met at every subsequent session of that body. No attempt will be made to review this bill, which contains many good suggestions. The chief objection urged against it, which defeated its passage in the Senate, was the limited accountability of owners of vessels, in case of casualty, under its provisions.

Senator Conkling, in referring to the bill, remarked: "I say that as a law between the public and common carriers it is by itself in the whole history of civilized legislation; there is nothing like it; and I say, if you undertake to apply to railway companies or to steamboat companies the provisions of this bill, you might as well repeal all statutory provisions and remit men to their natural rights." Some of the provisions of the present law, which the last-named bill was intended to change, are doubtless impracticable and should be modified or repealed; in some respects it is defective, and should be corrected by amendment. The yearly tax of officers, as license fees, seems to be an unnecessary hardship, as fifty or sixty thousand dollars is annually collected in excess of the expenses of the steamboat inspection service, and goes to swell the revenues of the Government. It would be better for the Government to assume the expense of this whole service as it has of the others named, except the Marine Hospital Service. Such action would remove much of the objection to its enforcement, which appears to be attended with great difficulty.

I will cite but two examples illus-

trating the failure in this direction. Not quite a year ago the steamship *Pacific*, with 238 souls on board, collided with the ship *Orpheus* off Cape Flattery. The latter, which received the blow on the side, suffered but slight damage, while the former, striking with her bow, and so far as can be ascertained, with engines reversed, went to pieces, and every one on board, save two, went to the bottom. Fragments of the *Pacific*'s timbers, which floated ashore at Beacon Hill, Rock Bay and Oak Bay, were reported "affected with dry rot to such an extent that they fell to pieces upon being handled." "In one instance a portion of her timber was found with a piece of sound wood bolted to a piece of rotten wood, and the bolt itself quite eaten away with rust." In an inquest on the body of one of the drowned, a former chief mate of the *Pacific* testified that her reputation was not that of a sound vessel; "her fastenings and knees could be seen working between-decks in the cabin," that "the house on the upper deck and the bulkhead creaked and moved," and "they were always calking her because she spit the oakum out of her seams."

Another witness testified as follows: "The certificates of the steamers are all renewed every year by Capt. Waterman (the local Government Inspector); he walks through the ship, looks at the fire hose, counts the buckets, and goes away again; at the same time, I have seen the fire hose and buckets borrowed from one ship to lend to another that was being inspected; I have seen good boats borrowed for the purpose of inspection, and after the inspection hung up on the wharf under a shed, because hanging on the davits is liable to spoil a good boat, and we got our own boats back again after the in-

spection, while the Inspector was down in the cabin getting a champagne lunch."

The local Government Inspector referred to, above, was charged with the investigation of the disaster!

Only a short time before the loss of the *Pacific*, the *Florence*, a ship 35 years old, swamped in open sea on the same coast, without any apparent reason, except that she was too weak to longer hold together, when the weather was a little rough. A prominent citizen of Washington Territory, after referring to these disasters in a letter to the reporter, stated that "a large number of the ocean and river steamers now plying on [that] coast are utterly unsafe, and sure sooner or later to betray those who have to travel in them, to untimely death." There is a pressing necessity for

more efficient measures to prevent the wreck of these vessels, and to check the loss of life. So far as steam vessels are concerned the provisions of the law are ample and only require to be enforced; but as respects the other vessels that make up the bulk of our commercial navy, absolutely nothing is done by the Government to eliminate the unseaworthy craft, prevent overloading, or the sending of them to sea with short or unseaworthy crews. The "coasters," and the ships in the foreign trade, may not carry passengers, but they do carry sailors who have as brave and generous men among their number as travel in the cabins of steam vessels; if the latter require the care of the Government, the former are no less entitled to its protection.

ROCKS IN THE ATLANTIC.

A correspondent of the London *Times* writes: "The many missing ships, coupled with the 'long passage' of the *Great Queensland*, noticed this day in your columns, and the picking up of her life-buoy, recall to my mind a danger which, I believe, exists in the Atlantic, which has been ignored by the modern chart-maker. Over and over again rocks have been seen in the Atlantic by Captains, officers, and all hands. Various British Governments have sent out ships which have searched for them in vain, and because those ships have failed to find what hundreds have seen with their own actual eyesight, those dangers have therefore been expunged from the charts. The position given by those who have seen them is, in most cases, obtained by dead reck-

oning, and therefore is only approximate; consequently it is a most difficult task to find them again. Some say—those who have not seen them—that they 'cannot be rocks,' 'they must be icebergs.' Well, if they have been icebergs, would it not be better to caution the mariner that, in that place, ice had been seen, and that, therefore, he must be on the lookout for other dangers than ships showing the warning light. My own impression is that in many, or, at least, some cases, rocks have really been seen; I believe they have been thrown up by volcanic agency, and have disappeared in the same way. In the many shocks of earthquakes which run through Europe, I think it is reasonable to suppose that such may happen in the great bed of the Atlantic.

From the Army and Navy Journal.

MODERN NAVIES.

NO. VI.—THE NAVIES OF EUROPE, SOUTH AMERICA AND ASIA.

AUSTRIA.—Under the general supervision of the minister of national defense, a vice-admiral administers the affairs of the navy. Great attention is paid to the training of seamen and boys in gunnery. The system of instruction on board the gunnery ship *Adria* is modeled after that of the English *Excellence*. The first steam reserve consists of ships that can be fitted for service in forty-eight hours. The heaviest ships are the *Custoza Lissa* and *Kaiser*. The *Lissa* is a full rigged, casemated iron-clad of 5,950 tons, armor 6-inch plates, battery ten 9-inch breech-loading Krupp guns, in casemate; two 9-inch of same pattern on turn tables, in semi-circular, overhanging casemates on spar deck, speed 12 knots. Principal dockyard at Pola in the Adriatic.

DENMARK.—The minister of marine is a cabinet officer and at present a captain of the navy. The *Odin*, the most powerful vessel, is a double turret monitor, carrying four 10-inch rifle guns, 8-inch platting, has a steel spur projecting six feet beyond the stem so arranged that it can be screwed back in the hull.

GERMANY.—This navy was first regularly organized in 1848; is administered by a board of admiralty with an admiral for “inspector-general for the navy” and a “commander-in-chief of all ships in commission.” The central battery, frigate-rigged rams *Kaiser* and *Deutschland* (sister ships) are the most formidable ships in the navy (7,600 tons each), battery eight 10-inch rifled guns in casemate. The *Konig Wilhelm*, 5,939 tons, is an iron-clad frigate carrying twenty-

six 8½-inch breech-loading rifles. The *Kron Prinz* and *Prince Friedrich Carl* are casemated, battery fourteen, eight 27-inch breech-loaders, and one bow and one stern chace of same calibre. The *Preussen*, *Grosser Kurfurst* and *Friedrich der Grosse* are frigate-rigged turret-ships. The *Arminius* and *Prinz Adelbert* have each two turrets with two 8-inch breech-loaders to a turret. The Germans are carrying out a far-sighted naval policy, adding yearly to their floating force, so that by 1882 the calculation is to have 23 iron-clads, 20 fast sloops-of-war for cruising (privateer catchers), 6 despatch vessels, 2 gunnery ships, 3 training brigs, 28 torpedo-boats, and 18 gunboats. The estimated expense of this plan is in addition to the current expenses of the navy 92,000,000 thalers (\$62,560,000). The principal naval ports are Kiel and Dantzig on the Baltic, and Wilhelmshaven in the Bay of Jade, North Sea. The latter, opened in 1869, is one of the finest dockyards in the world.

GREECE. at one time the greatest maritime people in the world have now little to boast of as a naval power. It may be noticed, however, that its reigning monarch is from the same stock that produced the old sea-rovers of the North; nor does it require much stretch of the imagination to picture King George (a Prince of Denmark) and Queen Olga as the realization of the dream of the Swedish Viking Frithiof “sailing with the fair Ingeborg over the foaming seas to the Isles of Greece” (Bishop Tegner).

ITALY.—This navy may be said

to date from the unification of Italy in 1861, when the navies of Sardinia and Naples were merged into the Italian navy. The minister of marine—at present a rear-admiral, is assisted in his duties by a board of admiralty. The *Duilius* and the *Dandolo*, promise to be the most formidable fighting ships in the navy. The former has two turrets placed on either side of the central line (like the English *Inflexible*), and carry four guns of 17.44 inch calibre, weighing about 100 tons each, the projectile weighing nearly 2,000 lbs. This will be the first iron-clad built by the Italians. Most of the other iron-clads having been built in England or France, need no description. The ordnance is also of foreign manufacture of the most approved type. The principal naval ports are Genoa, Naples and Spezzia. At the latter port a dockyard on a liberal scale has been laid out and nearly completed, but it has no means of defense and might easily be destroyed by an enterprising enemy.

RUSSIA.—The secretary of the navy is at present an aumiral, and communicates directly with the Sovereign. He has sole charge of the administrative department of the navy, while the executive branch is in charge of the High Admiral of the fleet. In other respects the organization of the navy is similar to that of France. There are three principal naval stations. The Baltic fleet, consists of some 57 vessels of all descriptions, carrying 189 guns from the heavy iron-clad to schooners; the Black Sea fleet of 35 vessels, carrying 95 guns, and the Caspian fleet of 32 vessels, carrying 81 guns. There are besides these the Ural squadron of 6 vessels and 13 guns, the Siberian fleet of 37 vessels and 42 guns, and a few small vessels on the river Vistula. One of the heaviest ves-

sels is the *Peter the Great*, of the double turret monitor type, carrying four 35-ton Krupp guns, displacement 9,662 tons. The *Admiral Lasareff* and *Admiral Greigg* are armed with six guns each, carried in three turrets. The *Novgorod* and *Vice-Admiral Popoff*, 2 guns each, are of the "Circular Monitor" type, designed by Admiral Popoff, the builder of the *Peter the Great*. The "Popoffka," as these vessels are called, possess such buoyancy as to enable them to carry the maximum weight of armor and guns with the minimum draft, and are particularly well adapted for harbor defense. The *Novgorod* is a perfectly circular vessel, flat bottomed, and has twelve keels parallel to fore and aft diameter, propelled by six screws driven by six pairs of compound engines, has a circular revolving turret carrying two 11-inch breech-loading rifles. Armor on sides and turret consists of two layers of iron 9 and 7 inches thick. She can be turned almost on her centre by means of her engines.

SPAIN.—The admiralty is composed of a minister of marine, generally an admiral, and four commissioners, three of whom are admirals and the fourth a deputy to the Cortes. Besides the office of secretary the duties of the navy department are distributed among nine "sections," somewhat after the manner of the French organization. Of the seven Spanish iron-clads the *Numancia* only was built in Spain—the remainder in England. She is of iron throughout except the teak backing under 5-inch armor, battery forty 68-pounds, speed 13 knots. January 1st, 1871, a naval school modeled after the U. S. Naval Academy was opened on board the frigate *Asturias*, in the harbor of Ferrol. The *Mazarredo* is for apprentices.

Spain has four naval school ships, in all.

(1.) SWEDEN AND NORWAY.—By the convention of August 14th, 1874, “the independency of Norway in the union with Sweden was solemnly proclaimed.” Karlskrona is the principal naval port. The largest iron-clad in the Swedish navy is the monitor *John Ericsson*, 1,500 tons burden. The *Loke Thorden* and *Tirfing* are similar in construction. In 1867 the navy was completely reorganized. (2.) Norway has four single turret monitors. The chief naval port is at Horten.

TURKEY.—The navy department is one of the eight ministerial departments of the Divan. Turkey has now seven iron-clad frigates. The two largest iron-clads are the sister ships *Mésondivé* and *Mendonhijé*, launched in 1874. They are 9,000 tons displacement, have a main deck battery of twelve 18-ton guns, projectile 400 lbs. The forward and after ports of the casemate are cut at an angle, so as to answer for bow and stern chases. The casemate is of 12-inch iron, and the hull is protected by a 12-inch belt, the deck forward and abaft the casemate being shell proof. The spur is of unusual strength and below water. Two 6-ton guns on forecastle, fire directly ahead, one gun abaft of same calibre fires directly astern. On spar deck are six 20-pounders, probably for saluting—total 21 guns. The *Azizieh*, 900, 16 guns; the *Orkanieh*, 900, 16 guns; the *Mahmondieh*, 900, 16 guns; the *Osma-dieh*, 900, 16 guns; and the *Athor-Terfik*, 750, 8 guns. There are also five iron-clad corvettes carrying four or five guns each, and the two monitors, *Hejzie-Rahman* and the *Loufan Djelil*, carrying two 150-pounders each, and two light guns. The twin screw iron-clads

Aoni Illah (help of God) and *Muin Taffer* (aid to victory) are sister ships of 1,400 tons armor, 5½ inch. Four 12-ton rifle, Armstrong guns (250 pounders), are mounted in a central battery, so arranged as to admit being fired ahead or astern. These two vessels are said to possess very high rate of speed.

NAVIES OF SOUTH AMERICA AND ASIA.—There is scarcely a navy so small but boasts of its modern fighting ships. Brazil has the formidable *Indepenzia* of 2 turrets, carrying four 35-ton guns, with two 8-ton bow guns on the forecastle, the ship itself being in the best style of English workmanship. Chili has the two fine iron-clad rams *Almirante Cochrane* and *Valparaiso*, with central casemate battery of six 12½-ton guns each, commanding an “all around” fire—speed 13 knots. Peru, the monitors *Atahualpa* and *Manco Capac*. China not only has iron-clads but a naval academy, and the schoolship *Kien Wei* with thirty naval cadets. Japan has the *Stonewall* and one other iron-clad. The Imperial Naval College at Yedo has 150 naval cadets, the schoolship *Ken Kon* being a part of the institution.

The Sailor's Return.

The busy crew their sails unbending,
The ship in harbor safe arriv'd,
Jack Yankee (all his perils ending),
Has made the port where Katy liv'd.

His rigging—no one dare attack it;
Tight fore and aft, above, below;
Low quarter'd shoes, check shirt, blue jacket,
And trowsers like the driven snow.

His honest heart with pleasure glowing,
He flew like lightning to the side;
Scarce had he been a boat's length rowing
Before his Katy he espied.

A flowing pennant gaily flutter'd
From her neat made hat of straw;
Red was her cheek when first she utter'd,
It was her sailor that she saw.

And now the gazing crew surround her,
The while secure from all alarms,
Swift as a ball from a nine pounder,
They dart into each other's arms.

COMMODORE PORTER AND HIS STORKS.

BY REV. CYRUS HAMLIN, D.D.

When I first went to Constantinople, thirty-eight years ago, Commodore Porter, one of our old naval heroes, was our Minister Resident at the Turkish court. He was living in a beautiful country seat at San Stefano, a village on the shores of the Sea of Marmora, and about ten miles west of the great city. Two large noble storks had built their nest upon the chimney-top of an out-building of his establishment. The chimneys are always very large and arched over so that the smoke issuing from the side vents does not trouble the huge nest on top. Besides, they occupy them only during the summer months. In all those countries it is considered a sign of *good luck* to the household to have a stork's nest on the chimney-top. A rude boy would fare hard who should throw a stone at a stork or its nest. As no one ever injures the stork, it becomes very tame and friendly. It lays four eggs and it is always a curious sight to see the four great awkward young ones when the parent birds begin to urge them to try their wings. The tenderness, solicitude and affection of the parent birds, and their kind and gentle ways with each other, have made the stork through all the East the symbol of social fidelity. No quarrels, no bickerings ever disturb the house on the chimney-top, whatever may be the state of affairs in the house below.

The Commodore made great pets of his storks. They knew him as their friend, and would come confidently to take from his hand whatever nice things he brought them. His dog was excluded from the beautiful lawn when they fed upon the abounding insect life of the place.

At the close of the summer a sad accident happened. The four young storks had found their wings and would career off to distant fields with their parent birds to make acquaintance with the many thousands who would soon be marshaled in grand array for emigration southward. They always came home at night, hearty and joyous, always glad to see their friend the Commodore. "The stork in the heaven knoweth her appointed time" (Jer. viii., 7), and soon the thousands and tens of thousands by a common impulse, or by the order of some commander-in-chief, would rise from every chimney-top and fir-tree and would wing their way in perfect order and straight as an arrow across the beautiful blue Marmora to southern climes.

But one day the Commodore's mischievous dog sprang upon one of the old storks and wounded one of its wings. The Commodore was very sorry, for although one of the bravest naval heroes he had a great deal of kindness in his heart. He had the wounded wing carefully bound up, and the two storks, for the mate of the wounded one never forsook him, were carefully fed on the lawn and lodged at night under cover. It was rapidly recovering, but the time of migration came, when all the storks go south. To the surprise of the village, instead of the usual orderly and silent flight, thousands and tens of thousands came flying in troubled circles over the village, filling the air with a strange, unusual noise.

It soon became plain that all their trouble was about their wounded companion. Many alighted near him and seemed to be hold-

ing a consultation upon his condition. Instinct urged their flight, then faithful love held them back. But on the third day they all departed, rank after rank, in beautiful military order, and disappeared over the blue Marmora.

But lo! *three* storks were on the lawn. Before departing they had commissioned one of the stoutest and strongest of their number to abide with the sufferer. All the village became interested in the result. The Commodore unbound the wing. It no longer dropped. The bird could fly some, but its flight was feeble. After a few days it could again reach its home on the chimney-top. Nearly two weeks passed and they were evidently going to venture the long flight.

Many persons assembled to watch their movements. At length the invalid spread his broad wings and boldly launched forth over the sea on his straight southward course, his two faithful friends following close behind. For a mile or so he sustained his flight well, and then to the dismay of the beholders began to sink toward the sea. But just then one of his strong companions came beneath him and with powerful wing raised him to the desired level again. Thus alternately aiding him they all disappeared from view. The Commodore had no doubt they would reach the opposite shore, some fifty miles distant, where they could feed and rest, although he said he was sorry "after showing so much wit they should put to sea before completing their repairs."

Our young friends will see in this story a beautiful example of that sympathy which makes thousands upon thousands feel the sufferings of one as their own, and also of that faithful intelligent friendship

which will not leave the sufferer without making every possible provision for his wants.

Look out all the references to the stork in the Bible. Look into some Natural History and see what its food is. You will perhaps be surprised to see what things it eats. It devours just those things which men wish to get rid of.—*Christian Union.*

The Arctic Expedition and Alcohol.

Much interest has been awakened in England, since the return of the *Alert* and the *Discovery* of the Arctic Expedition, in the relative power of endurance of the sailors who were total abstainers and those who were moderate drinkers. The facts, as given in the *London Times*, are decidedly in favor of the total abstainers, both as to ability to endure fatigue and the intense cold, and to resist the scurvy from which those who took their allotted rations of rum and beer nearly all suffered. One Good Templar, who got along well while he observed his total-abstinence pledge, was overpersuaded while on a prolonged sledging journey, and took grog and then suffered with the rest. The *Times* says that Dr. Colan, the senior medical officer on board the *Alert*, speaks very favorably of total abstinence as exhibited during the expedition, and adds that his forthcoming report will possess much interest. That alcohol neither promotes warmth nor gives increased power of endurance has already been well established by scientific investigation, but every such experience as that of the arctic sailors gives added and valuable confirmation of the wisdom and safety of total abstinence.—*National Temperance Advocate.*

A Warm Morsel.

The following, which details a cruel trick, as described in the *Glasgow Observer*, was practiced upon a shark: "Looking over the bulwarks of the schooner," writes a correspondent to this journal, "I saw one of these watchful monsters winding lazily backward and forward like a long meteor; sometimes rising till his nose disturbed the surface, and a gushing sound like a deep breath rose through the breakers; at others, resting motionless on the water, as if listening to our voices, and thirsting for our blood. As we were watching the motions of this monster, Bruce (a little lively negro, and my cook) suggested the possibility of destroying it. This was briefly to heat a fire-brick in the stove, wrap it up hastily in some old greasy cloths, as a sort of disguise, and then to heave it overboard. This was the work of a few minutes; and the effect was triumphant. The monster followed after the hissing prey. We saw it dart at the brick like a flash of lightning, and gorge it instanter. The shark rose to the surface almost immediately, and his uneasy motions soon betrayed the success of the manœuvre. His agonies became terrible; the waters appeared as if disturbed by a violent squall, and the spray was driven over the taffrail where we stood, while the gleaming body of the fish repeatedly burst through the dark waves, as if writhing with fierce and terrible convulsions. Sometimes we thought we heard a shrill, bellowing cry, as if indicative of anguish and rage, rising through the gurgling waters. His fury, however, was soon exhausted; in a short time the sounds broke away into distance, and the agitation of the sea subsided. The shark had given himself up to the tides, as unable

to struggle against the approach of death, and they were carrying his body unresistingly to the beach."

—*Popular Science Monthly*.

Whales on the California Coast.

Last week some Portuguese fishermen killed a large female whale of the California grey species (*Rhachianectes Glaucus*) about sixty feet in length, being some twenty-two feet larger than has ever been killed here before—the average of females killed being about forty-two feet. After cutting off the blubber they found inside a nearly full grown male calf, which measured eighteen feet from the end of its nose to the tip of its tail, or fluke, as the whalers call it; the circumference of the body at its centre, nine feet; the head about four feet in length; pectoral fins three feet, breadth of tail three and a half feet, and it had two ridges on the lower jaw. When brought on shore it still had three feet of the umbilical cord attached to it. The whalebone on its upper jaw was soft and white; the tongue large and soft; the eyes nearly full size, about as large as a cow's, and the skin was of a dark brown, mottled white. It had no dorsal fin. The females, when with young, generally keep off shore when on their way down south, to bring them forth in the warm waters of the bays of Lower California, where they remain all winter and go north in the spring. The females, when with calf, are dangerous, as they often attack the boats of the whalers. The writer once saw a boat cut completely in two by the flukes of one of these whales, and it looked as if it had been chopped in two by a dull axe; several of the men were wounded. The term of gestation is about one year.

The Sailor's Text.

NIGHT-WATCHES.

“I will meditate on thee in the night-watches.”—Ps. lxiii. 6.

Every sailor knows the night-watch, well. It was when John Newton was on his, a stranger to peace—when deeper than any nightly shadows had gathered over his soul—he remembered the verse of a hymn his mother had taught him. It brought him to his knees in prayer. He mourned his sins, and resolved to live henceforth to God.

There are night-watches in the soul. Is it the season—the night-season of *conviction*? You are invited to solemn meditation. Meditation on God's holiness—his hatred of sin—his determination to punish it—Meditate on the thought of his all-seeing eye and all-recording pen. Meditate on what he has done to save you—the rich provisions of his grace; mercy free to all, and offered to all. Meditate on the shortness of life, and the possible suddenness of death.

Or is it the night-watch of *sorrow*? Meditate on his everlasting consolations. “As one whom his mother comforteth,” so will He “comfort” you. He can turn the night of weeping into the morning of joy. “God, our Maker, giveth songs in the night!”

The Sailor's Attitude Towards the Gospel, in Calcutta.

Miss S. MAY, in *The London Christian*, describing the Mariner's Temperance Crusade, in Calcutta, India, writes: “Never shall I forget our first Sunday in Flag street. When you remember that it is the lowest part of Calcutta, and one side of the street is principally devoted to grog-shops, with men more or less intoxicated filling them and rambling all about, you will understand some of the difficulties by which we were surrounded. But, trusting in Jesus, a little party of four ladies left our carriage and asked for permission (through a gentleman who accompanied us) to sing in one of the grog-shops. The manager refused, saying, ‘If you are not gone I will throw water over you: you are ruining our trade.’ Denied an entrance, we four women sang the Gospel at the door, and learning that we must *ourselves* make the request, in every other drinking saloon we gained an entrance.

“On the first Sabbath we only sang, but ever after we talked to the men pointedly, each addressing the little group nearest, and usually making some remark suggested by the hymn. After singing the one commencing with

‘Art thou weary, art thou languid,
Art thou sore distrest?
“Come to me,” saith One, “and coming,
Be at rest,”’

one fine, manly fellow responded, saying, ‘I am weary; I want to come to Jesus.’ We directed him to the Savior, and left him rejoicing in the pardon of his sins. Before leaving it is our rule to ask all to join us in prayer, and while one of us leads, many bow with uncovered heads, and—may we not hope?—join us in our supplications.

“As I was bending my knees one sailor said, ‘Don’t be too long, missus, for it is eight years since I have knelt in prayer.’ On another occasion, while we were singing, ‘Joy! joy! joy! there is joy in heaven with the angels!
Joy! joy! joy! for the prodigal’s return!’”

my attention was drawn towards a young officer, who looked quite out of place here. He sang most heartily, and while joining, the tears flowed freely down his face. Then followed the confession of a mother's prayers and a father's counsel disregarded, and of twelve years' pleading with God by his parents for the prodigal's return. He was induced by us to attend divine service in the evening, and gave himself to the Savior. His account of himself was:—‘It was that hymn about the prodigal that broke my hard heart.’ I have since learned that his father is an earnest minister in England. If there is any attempt made by one of the party in the saloon to say anything considered by the rest improper, all are immediately ‘down upon him.’ I was talking with several men who were sitting around a table in the saloon, when a sailor, not understanding our conversation, came up to me, saying, ‘Do you want to argufy with fourteen men?’ Before I had time to reply, one of my hearers said, ‘You shut up! This lady is giving us good advice, and no mistake; and we should be much better men if we followed it.’ Then turning to me, he added, ‘Don’t take any notice of he!’

“In one of the largest saloons they were dancing when we entered. Some of us were turning away, feeling we had no right to interrupt them; but the party for whom the entertainment was performed called out, ‘Hold on, Jack and Bill, till the ladies are gone.’ And thus encouraged, we entered and spoke to those who were sufficiently sober to understand, and gave a tract to each, as, however intoxicated, a little book is always acceptable, and in many instances carefully preserved to be read when far away. We take tracts in fourteen languages, as sailors from

every land are to be found in Calcutta. It touched our hearts to see the delight of a Greek on receiving a tract in his own language. He *literally* ‘danced with joy,’ then sat down to read the precious little book. We gave him and three other sailors a copy of the New Testament in Greek. It seemed so strange to hear them conversing in that little-used language.”

The Lord's Work in Sweden.

A “Swedish Lady” writing to *The London Christian* says: “Since 1830—when a very earnest awakening (partly through the means of the Methodist preacher, George Scott) took place in Sweden—there has been a slow and gradual increase of vital religion all over the peninsula. From all parts one hears that religious meetings are now crowded: here in the heart of Sweden, near Lake Wetter, Christianity is deepening and spreading in a remarkable way. Since last year, without any apparent cause, the people all around call out for spiritual help. In general the Gospel is known in the letter, but the Holy Spirit seems now to take of the things of God and teach the children of men in quite a different way than heretofore. In manufactories, a carpenter told me, where formerly scarcely a soul knew the Lord, almost everyone now does acknowledge Him to be the Lord.

“There is a point, near, where great indifference was evinced for religion, and, though God's people had prayed long, there seems to have been no answer, until, all of a sudden, a stir is felt among the dry bones, and evangelists, who were sent to speak the Gospel, and who have been there all the winter, declare that there is scarcely a

house in which there is not *one* believing soul.

"These movements are confined to the middle and working classes; the higher are not in general savagely impressed. The speakers among them are fewer, and yet their need is greater. There is so much good among us that might be hallowed to the Lord if really brought under the Spirit's sanctifying influence."

And another Swedish lady, writing of the same state of things, attests to the truth of this former extract, as follows: "A glorious work of grace is going on in our country just now, praised be the name of our God. We Swedes are so afraid of making 'a show' that I think we keep it too secret, or God would be more glorified. A friend writes from the south that in some parishes there have been meetings, to hear laymen, so thronged, that the preacher could not come in by the door, every possible place being overfilled. He had to take a ladder and go in by the window, where he placed himself, and preached to numbers of people *standing in the snow*, as well as to those inside the mission-house. So they have preached every day for five months during the coldest of our cold season, and when they intended to end, the people cried, 'Oh, go on; we want nothing; only let us hear!' In one parish it is believed that every person was at least in some degree awokened. Mr. Sankey's hymns (translated), as well as our Swedish ones, are much sung.

"From the northern parts, my brother (who is a clergyman) writes that they agreed on a meeting last Christmas to be held every Wednesday evening in the villages, to pray for the Holy Ghost, and that God has wonderfully answered their prayers. In villages where the

life of the young people has been worldly and bad, they are now stronging to hear God's Word. Some of the young men fled into the forest, where they, in a colliery, meant to be in peace with their card-playing and drinking; but they were not left alone—the Lord put the colliery on fire, so they were nearly burnt. Now all of them are Christians except one. A mighty wind of grace is blowing in the whole province. My brother writes:—'I visited lately the town where I formerly lived, and was joyfully astonished to see the streams of grace flowing there. Since my leaving, men and women, before drunkards, or infidels, or worldly people, praised God with gleaming eyes. Some of them, before almost quite unknown to me, came to me to shake hands, and said, with tears, yet smiling, "We came lately, yet we were welcome to come."

Pray for the Sailors.

Let me tell you why I must pray for the sailors.

1. *My father was a sailor.*

I can remember as though it were yesterday how he used to go away. I was a little girl then. The little prayer mother taught me to say for him, I shall never forget, nor how glad we were, Rover and all, to see him come home. One night there was a dreadful storm. Mother had been telling us some days that he would come to-morrow. That night she came and spread another blanket over me, and I don't know how many times she came and tucked the clothes around me, and I asked her what was the matter. All she could say was: "Your poor father!" Two days after I was told the vessel was strewed on the beach. Nine

bodies were found; but father never came home.

2. My husband is a sailor.

The minister on our wedding-day said we should have some bitter with the sweet. He told us, too, that prayer could sweeten the waters of Marah. And just so I have found it. Sometimes I have felt as if my poor heart would break. I have gone to my neighbors, and come home sighing. But when I have gone to God, and told him my troubles; when I have committed my husband to his care; when I believingly said, O thou who didst still the wind and the waves of the Sea of Galilee, and protect the loved ones there, do thou keep and bring back my loved one to the desired haven—then have I found comfort come down like sunlight from above.

3. My son is a sailor.

This is another link which binds me to the throne of grace, and with more than cable strength keeps me there to plead for those exposed to perils on the sea. I go oftener and stay longer than formerly. As my treasures afloat increase, my anxieties for their safety increase; so that many times in a day I find myself looking up to my Heavenly Father. Sometimes I have fancied myself like Hagar in the wilderness of Beersheba, the bottle of water spent and her son cast under one of the shrubs to die. And then, like her, I have lifted up my voice and wept. But a night of sorrow has invariably been succeeded by a morning of joy; for the same voice that answered Hagar out of heaven, has said to me, "Fear not; for God hath heard the voice of the lad where he is." Such an answer has been to my spirit like the breath of spring.

For the Sailors' Magazine.

"I've got a Moody and Sankey Mate."

During the past year business called me to South America. While there I met a number of captains commanding American vessels. American captains are widely known for the courtesies they invariably extend, to any of their own countrymen whom they may chance to meet in foreign ports. Among those whom I met was Captain D—, commanding the American brigantine *G*—. He was a man well advanced in life, very much addicted to the grog that brings so many seamen on the lee-shore of death and destruction; indeed, from the moment his vessel let go her anchor, until it was hoisted for the return trip Captain D— passed very little of his time on board, his days and nights being passed in dissipation of every kind.

A fellow Captain said to him one day, "Captain D—, when do you sail—are you almost loaded?" "I don't know," said he, "I have not been on board for several days." "Ain't you afraid to leave your vessel so long?" said his friend, "suppose something should go wrong during your absence, what would your owners say?" "O, nothing can go wrong," said Captain D—, there is a better man than I on board, *I've got a Moody and Sankey mate.*"

When I heard the old captain say that, I looked at him with interest, for I knew he was a man without a particle of Christianity—a man who never used the name of God but in blasphemy—with the marks of a long lifetime of sin and dissipation wrought as indelibly on his weather-beaten face as if

chiselled by a sculptor. His face as I looked at him expressed perfect faith and trust in the mate who was a "Moody and Sankey" man.

I never saw that mate, but I thought to myself—I can tell just what kind of man he is,—one that does not drink grog, that does not take the name of God in vain, that treats his sailors as if they were human creatures and not dogs. One that could be trusted to command a vessel during the captain's absence; and I know that drunken captain respected and trusted him because he was a "Moody and Sankey" mate, and lived up to the Christ that Moody and Sankey are preaching and singing to the civilized heathen in Christian lands.

But at this time the old Captain with his grog-soaked brain, his sinful life, and his ignorance, could not see beyond the Moody and Sankey part. There was no Christ for his poor worldly eyes to see;—he could not feel the Christ in the mate's life. He could trust him with his vessel because the Christ was there, yet to him it was only "Moody and Sankey." As I looked at him I thought—Ah! poor old captain, walking blindly down the path of life, your feet almost touching the deep waters—God speaking to you plainly in the life of your Moody and Sankey mate, and yet you will not see, and take the Christ crucified! I have never seen him since, but I have heard that through the influence of that Moody and Sankey mate he is now a Moody and Sankey captain, has stopped his rations of grog,—Christ in his heart,—the grace of God in his life. He does not now trust his ship even to his Moody and Sankey mate, realizing that commanding his ship is God's work. He is always at his post, making sure of doing his duty, for

there are no deputies in doing God's work. We must do it ourselves.

God, in sending to Captain D— that Moody and Sankey mate who lived Christ on board his ship, sent him the greatest blessing that God can send to man, the blessing of his divine love to lead him to the Savior of his soul. And that Moody and Sankey mate's influence wherever he may go, will, I know, sow the seeds of Christ's love, in every vessel upon which he may sail.

M.

THERE cannot be a secret Christian. Grace is like ointment hid on the hand; it betrayeth itself. If you truly feel the sweetness of the cross of Christ, you will be constrained to confess Christ before men.—*McCheyne*.

"The Half Was Never Told."

Repeat the story o'er and o'er,
Of grace so full and free;
I love to hear it more and more,
Since grace has rescued me.

Chorus.—The half was never told,
Of grace divine, so wonderful,
The half was never told.

Of peace I only knew the name,
Nor found my soul its rest,
Until the sweet-voiced angel came
To soothe my weary breast.

My highest place is lying low
At my Redeemer's feet;
No real joy in life I know,
But in his service sweet.

And oh, what rapture will it be,
With all the host above,
To sing through all eternity
The wonders of his love.

Sung by Ira D. Sankey.

NO FLOWER will come to splendor,
No sunny light grow tender,
No life its harvest render,
Till God's good time.

No holy morn shall brighten,
No foes shall cease to frighten,
No heavy hearts shall lighten,
Till God's good time.

I have my song, and sing it;
I have my sheaf, and bring it;
My life has hope to wing it,
Till God's good time.

S. W. Duffield.

A New Way for Reaching Seamen.

The mission yacht *Evangelist* is an English vessel, manned by a pious captain and crew, which was in full work all last summer, along the south coast of Great Britain, boarding vessels in various harbors. It was sustained as a religious enterprise, by the friends of evangelistic effort for seamen; and the following extracts give an idea of labor performed by those on board. They may also induce some Christians in our own land to set in motion, under proper oversight, a kindred means of effort.

"On Wednesday last, we ran the cutter on the beach and cleaned and painted her, so she is no disgrace to us. Thursday we visited seven vessels. Brother Walker also found a poor backslider on the beach and was enabled to restore his soul to the Lord. Saturday we boarded some Italian vessels, the men wanted Bibles. We had only two, they ordered others, and we went on shore to hunt up brother Baillie and get some, but before we could take them the brig was gone. Such is the importance of our being well supplied with Bibles and Testaments in all languages; it is often now or never. There is a famine here, the men cry out for Bibles and Testaments! We visited the same day an Austrian barque, with eleven hands; all could read Italian, and all wanted the Scriptures, but we had none, and could get none here. You must send us a supply. In the afternoon visited a West Hartlepool craft, and had a blessed time with the captain, his wife and little daughter, and seven of the crew, a time to be remembered to all Eternity. Evening went aboard a schooner just in from sea; the captain was gone ashore. Went below and had a capital time of it with the crew and got invited to come again."

Another time he reports from Plymouth: "Last Monday we got a chance to run up Cut-water and visit fifteen vessels with about one hundred men on board. We did not find one converted man in all that number; surely the need for this carrying the gospel to these poor fellows is great!"

"Unsettled weather this week, lots of vessels in; the cutter is very handy in strong weather, under double and close reefs. We take her close to a ship, then slip the boat and send the visitor off, and pick him up again for the next. Saturday we had a fine time—got on

board seventeen vessels, so it has been a week of scattering the word; and among all we have seen, not one shewed any sign of previous interest in Divine things." Then the dear old man adds, "So this is a Mission—the most important in the world: the more I think of it, the more I am impressed with it!"

Rev. R. W. GUINNESS, rector of Rathdrum, spent a few weeks of his summer holiday in helping forward this work. He writes:

"Sunday last we began early with a service among a crew of English speaking foreigners; then we visited four very large steamers, and held services fore and aft; in one nearly all the crew were Irish Roman Catholics, and at first I thought there would be no chance of our succeeding, but we had a most encouraging service which ended with cordial expressions of kindness on their part, and a welcome, if not an eager reception of tracts and Testaments by all the hands.

The next steamer, "no service ever aboard here sir!"—"so kind of you to come!"—"how soon will you come again?" and so on.

Then it began to blow and rain, so we ran to a snug berth, just in time to escape a heavy "sou-souwester."

You have a treasure in the dear old Captain. He is so truly Godly and has but one desire, to advance this work, and he is so watchful and careful of the cutter and all on board, making things last and keeping down expenses; then he is so excellent a sailor, and clever and far-sighted as to the weather; and best of all, so earnest and effective when he has an opportunity of visiting vessels. In every way I think the Lord has been for years preparing him for this very work. We had most happy times, and much of the Lord's presence—that crown of all enjoyment."

August 30th.—"Yesterday I visited two large German vessels and spoke and read and sang German hymns to the men; also a French barque from Havre, on which the men, after conversation, freely received "portions" of Scripture. On some of the English vessels, too, we had good meetings. This evening we sailed over to Cansand and Ringsand, in Cornwall, and I preached at both places—fine openings—but wanted more tracts to give away afterwards. If I were to stop here all the year round, there would be as much work as I could do, and in winter time far more, for double as many ships come into the harbor then."

September 2nd.—“Yesterday we visited sixteen vessels, the last about 8 in the evening, far out at sea. I had a long conversation with the mate—a sceptic, in German. Thank God he seemed much impressed and quite gave in at length. Meantime Mr. Walker had a talk to the crew, who though foreigners, understood a little English. The cook's wife, a Spaniard, converted many years ago from Popery, offered him a half-dollar piece as a memento of the visit! We are to have a service on board, by invitation, on Sunday, as also on another ship near. Coming home boarded another ship sailing out, and after returning to the cutter were sailing home, singing on deck “Let the lower lights be burning,” when one of the ships in the fleet answered with “Depth of mercy,” sung by some fine sailor voices. We joined in the song and followed with—“Whosoever heareth, shout, shout the sound,” and then left the cutter in the little boat in quest of the vessel. It was dark so we sang “Hold the fort,” and they responded, so guiding us to a right course. At last we found her, a large three masted schooner; they hove us a line, and as I ascended the side the mate reached me a hard sailor hand, saying, “You are welcome on board the *Saint Devernick*.” All soon found their way down to the cabin, where I spoke on the 32nd Psalm; it was a happy season! The Lord had been working on board in the conversion of the mate, carpenter and several of the crew. The captain was not on board, but we learned he was a fine fellow, with one great desire—the salvation of souls, and the Lord gives them to him. We stayed till 10 o'clock and promised to visit them next morning early, that we might see the captain before they put to sea. This morning we got our cutter under weigh at 7 o'clock, and ran her out alongside this ship. Our interview with the captain was most cheering, and I seemed to see the hand of the Lord in his story. It reminded me of my early sailor days and dear captain P. We prayed together long and earnestly.

Meantime the ship in charge of the pilot was under weigh, and out of Falmouth, sailing up the English Channel, followed by our little cutter. So we had a word with the sailors, commended them all to the Lord, and reluctantly bid them farewell. We had to beat back to our moorings, having had no breakfast, and did not arrive till dinner time. Then we sat down to a hake and a cup of tea, and thought it fare fit for a prince.

Since then I have been ashore and brought the captain a letter from you containing £3. This was most welcome as the hake was bought with my last shilling.”

I do hope you will be enabled to continue and extend this work, and that “in some way or other the Lord will provide” the means, for there is truly an open door, or rather, an open hatch-way and gang-way in most cases, and even where it is otherwise a little sympathy generally finds an entrance. Have faith and courage to persevere with this Mission to seamen. For myself I am thankful to have been engaged in it; it has refreshed my spirit, and though the work was hard and rough, it has done me good.”

Death Roll of the Sailor' Snug Harbor, for the Year 1876.

To the Editor of the Sailors' Magazine.

Dear Sir: I send you, herewith, the record of deaths in the Sailor's Snug Harbor for the year 1876.

It will be seen that the whole number of deaths is 49, being about 10 per cent. of our population, which is now a little over 500. This proportion will not be considered excessive, if the physical condition of the inmates, at the time of admission, is taken into view, as it is only the “aged, decrepit and worn-out” that are eligible to the benefits of the Institution.

The youngest of these died at the age of 33—the eldest, at 91. Their united ages was 3,375 years. The average age at death, 68 years 10 months and 12 days. Ecclesiastically, 45 were Protestants, and 4 Catholics. As to their nationality, 33 were born in the United States, 6 in Great Britain, 2 in Denmark, 2 in Germany, 2 in Holland, and 2 in Sweden; 1 in Austria, 1 in St. Johns, N. B., and 1 in the West Indies.

Of this whole number, thirty-seven “had hope in their death,” (Prov. iv: 32,) and twelve of these were hopefully converted since they came to the Institution.

CHAS. J. JONES,

Chaplain S. S. Harbor.

Smith, John, aged 45, of England, died January 25th; Griswold, James,

66, Connecticut, Feb. 29th; Tunnell, Wm., 76, Delaware, Feb. 29th; Colver, Henry, 59, Virginia, March 7th; Freeman, James, 56, Michigan, March 28th; Fisher, John, 74, Hanover, March 31st; Jones, Samuel D., 74, Connecticut, April 1st; Knapp, Samuel, 81, Massachusetts, April 2nd; Grayson, Samuel, 58, England, April 4th; Frisbee, Major R., 69, Connecticut, April 3rd; Simmons, Charles, 89, Georgia, April 14th; Strain, John, 74, New York, April 25th; Williams, Andrew, 33, Sweden, April 24th; Garrett, Wm., 52, Denmark, April 26th; Stetson, Wm. F., 67, Maine, May 2nd; Colburn, Ebenezer, 81, Massachusetts, May 3rd; Simonson, John L., 87, Staten Island, May 3rd; Britton, Mathew, 50, New York, May 5th; Clements, Wm., 61, London, June 5th; Munroe, James, 54, Maine, June 10th; Rogers, J. W., 70, Nantucket, June 25th; Fogst, Peter C., 73, Denmark, June 28th; McCurdy, James, 48, New York, July 2nd; Lynch, Philip, 64, New York, July 12th; Bebee, Isaac, 46, New London, Conn., July 15th; Levy, Henry, 58, Hanover, July 20th; Concklin, Smith, 70, Long Island, N. Y., July 26th; Howard, Samuel, 87, Waltham, Mass., Aug. 4th; Simmons, John L., 71, New London, Conn., Aug. 5th; Burtch, Wm., 77, Connecticut, Aug. 7th; Van Pelt, Geo. 74, Staten Island, Aug. 7th; Winfield, Lucas, 61, St. Martins, W. I., Aug. 7th; Clark, C. J., (col'd) 78, New Jersey, Sept. 2nd; Ackman, Andrew, 55, Austria, Sept. 26th; Boynton, John, 91, Vermont, Oct. 2nd; Marple, John, 66, Eastport, Me., Oct. 4th; Barlow, Edwin, 79, Connecticut, Oct. 11th; Skelly, John, 48, Ulster Co., N. Y., Oct. 20th; Brown, Thos. F., 88, Scotland, Oct. 24th; Jordon, James, 80, Massachusetts, Oct. 25th; Rogers, Geo. H., 74, Hallowell, Me., Oct. 25th; Vuren, Cornelius, 89, Holland, Nov. 3; Lynch, John, 68, Buffalo, N. Y., Nov. 9th; Payson, M. M., 45, Maine, Oct. 23rd; Gardner, John, 76, New York City, Nov. 19th; Aymers, Thos., 64, England, Nov. 26th; Frederick, John, 72, Holland, Nov. 29th; Cody, Edward, 64, Ireland, Nov. 30th; Anderson, S. B. B., 81, St. Johns, N. B., Dec. 5th; Williams, Fred'k W., 57, Sweden, Dec. 14th.

Newburyport (Mass.) Bethel Society.—Fortieth Annual Report.

The resources of this valued auxiliary for the year ending November 1st, 1876, were \$439,29; expended as follows: for

sick and needy sailors, \$70 00; for sailor's widows, \$43 00; to the Labrador Mission, \$25 00; to the AMERICAN SEAMEN'S FRIEND SOCIETY, \$120 00; for libraries, \$200 00; for current expenses, \$4 75. Mr. P. H. Lunt and Mr. McConnell visited the ships in harbor, on Sundays, as in previous years,—about one hundred and fifty in number. Reading matter was freely supplied to their crews. The present membership of the Bethel Society is 310, and Miss F. G. Bray is its Secretary.

Fatal Fisheries of Gloucester, Mass.

That was a startling statement, emphasizing the statements of Dr. WOODWORTH, printed in the first article of the present number of the MAGAZINE, telegraphed from Gloucester, on the 25th January—to the effect that "from 1830 to the present year, 342 vessels engaged in these fisheries, and valued at \$1,595,600, have been wrecked, and 1,882 men lost, the years 1873 and 1876 being the most disastrous." Many of these fishermen left large families entirely dependent upon their labor for support, and the *Evening Post*, of this city, well remarks:—"It is a natural inquiry whether many of these lives, by the use of proper precautions, could not have been saved. While the total amount of capital invested in the Gloucester fisheries is large, the wealth of the individual boat-owners is not great, and it is probable that they too often take great risks rather than incur the expense of life-saving apparatus. Would it not be well for some of the Massachusetts authorities to inquire whether these vessels are ever provided with life rafts, or whether they have any sufficient means of signaling their situation when enveloped by the fogs during which the men in small boats often drift away while tending their nets, and the larger boats are run down by steamships? Modern invention has produced so many contrivances for saving life at sea, that these Gloucester fishermen ought to have the benefit of some of them."

U. S. Life Saving Service Report.

The terse and admirable paper read by Dr. WOODWORTH, at Boston, last fall, which we print as the opening article in this MAGAZINE, refers, in some detail, to the U. S. Life Saving Service. Since this paper was prepared, the report of the Service for 1876 has appeared, and we find in it the following statements:

"The personnel of the Service, as now administered, embraces a superintendent for each district, and an assistant superintendent for district No. 4; a keeper for each station, and a crew of six surfmen for each, the latter being employed for different periods upon different portions of the coast as the length of the inclement season at each is supposed to require. The annual compensation of Superintendents is \$1,000 each, except in districts Nos. 3 and 4, where it is fixed at \$1,500 for each; that of the assistant superintendent is \$500 per annum, and that of the keepers \$200. The surfmen receive \$40 per month during the period of their active employment, in which they are required to reside at the stations. Their services, however, are at the disposal of the Government upon any occasion of shipwreck at other times, for attendance at which they are paid \$3 each.

"The reports of the Superintendents show that there have been 108 disasters to vessels, during the year, within the limits of the operations of the several districts. There were 751 persons on board these vessels. The estimated value of the vessels was \$1,251,500, and that of their cargoes, \$479,038, making the total value of the property imperiled, \$1,730,538. The number of the lives saved was 729, and of those lost 22. The number of shipwrecked persons sheltered at the stations was 242, and the number of days' shelter afforded was 639. The total amount of property saved was \$847,184, and the amount lost, \$883,354. The number of disasters involving total loss of vessels and cargoes was 25.

Good Reading Leads Sailors to Christ.

Rev. GEO. D. DOWKONTT, writing from the Royal Dockyard at Portsmouth, Eng., gives valuable testimony in the above direction, as follows:

"By way of encouragement to those who have helped me, and others, I may tell something of the good work that was, by the Lord's blessing, carried on board H. M.'s ships *Serapis* and *Osborne* during their Indian tour with the Prince of Wales and suite. I put on board these vessels a large parcel before they left, in charge of a Christian in each ship. They left with scarce half-a-dozen Christian men, and returned with about forty. The sergeant-major of the marines in the *Serapis* had charge of the books there, and he told me how thankful he was for them: and, said he, 'they just lasted me the passage out and home, and a few to give away out on the station.' The men used to come round every Sunday to his cabin, saying, 'Come major, ain't you going to serve us out some books to read?'"

This is another illustration and we are glad to print it, of possible results in placing the pages on which divine truth is printed, in the way of the men of the sea. It accords, strictly, with our own experience in the provision of the Loan Libraries, so many of which have been sent out from our Rooms in New York and Boston, since 1859.

From Old Friends.

The sources whence the following testimonies to our work have come to us, will be widely recognized, by our readers, as entitling the commendations which they embody, to record, in our pages. Both letters are of recent date.

NORWICH, CONN.

From the organization of the AMERICAN SEAMEN'S FRIEND SOCIETY, I have contributed and labored to promote the Seamen's Cause,—always welcomed its agents to my pulpit, encouraged my people to pray and give for the good of the sailor, and have from the beginning received and read the SAILORS' MAGAZINE. As my interest in the cause has not abated, I shall be glad to receive, as heretofore, your valuable, and always interesting periodical.

Very truly, &c.,
ALVAH BOND.

CLEVELAND, OHIO.

As a Life Member of your noble and useful Society, I would return my thanks

for the MAGAZINE. I am a Missionary of the American Sunday School Union, and I find in it much and valuable information which I can use in my S. S. addresses. God bless and prosper all your labors of love in behalf of the sons of the sea!

Yours truly,
B. W. CHIDLAW.

Obituaries.

The early friends of the AMERICAN SEAMEN'S FRIEND SOCIETY are fast passing away. Every good cause sustains a loss in the sudden death of the venerable JOHN DOWLEY, of heart disease, near San Bernardino, California, January 29th, 1877, at the age of about seventy-five years.

He commenced his mercantile career as clerk in the counting-room of the late Edward Lander, a merchant of Salem, Mass., and was engaged most of his life in the South-American trade. About 1840 he came to New York and established himself, in that business, in company with Mr. James Demarest. In 1860 the house of Dowley, Corners & Co. was formed and Mr. Dowley continued at the head of that firm till within a few years. He was elected a Trustee of the AMERICAN SEAMEN'S FRIEND SOCIETY in 1845, and served in that capacity seventeen years. He was also for many years a Trustee of the Seamen's Bank for Savings. By his many virtues he adorned all the walks of life. He was a Christian gentleman of large benevolence, no good object ever failing to enlist his sympathies, and an esteemed and consistent member of the Baptist church.

L. P. H.

The remarkable mortality among distinguished officers of the United States Navy, since the opening of the present year, attracts much attention, no less than six rear admirals having, in that period, gone the way of all the earth. Five were on the retired list, and with one exception, all of the six died in Washington, D. C.

During long and active lives, each had shown especial interest in the work of the AMERICAN SEAMEN'S FRIEND SOCIETY. Their names, in the order of their deaths, are—JOSEPH SMITH (Jan. 18th); JAMES ALDEN (Feb. 6th, at San Francisco, Cal.);

CHARLES WILKES, (Feb. 8th); THEODORUS BAILEY (Feb. 10th); CHARLES H. DAVIS (Feb. 18th), and LOUIS M. GOULDSBOROUGH (Feb. 20th).

Two Serious Disasters.

The Cromwell Steamship Company of this city has been especially unfortunate in the recent loss, at sea, of the steamers *George Washington* and *George Cromwell*. Details of these wrecks have not reached the public, in any fulness, but the following facts have been transmitted by telegraph.

"The *George Washington* from Halifax, N. S., for St. Johns, N. F., Jan. 18th, went ashore at Cape Race and has become a total wreck. All hands were drowned; 14 bodies have been washed ashore. It is supposed she went ashore during the snow-storm Jan. 21st. Intelligence of the disaster only reached St. Johns to-day. She had a general cargo and two passengers—William Archibald, a son of Thomas Archibald of Halifax, and James Powers. The crew were all Americans, belonging in New York and vicinity."

A telegram from St. Johns, N. F., to Halifax, Feb. 16th, says, that "a life buoy marked *George Cromwell* has been picked up in Placentia Bay. The steamer no doubt struck on Cape St. Mary's on the night of Jan. 5th. That point is 25 miles west of Cape Race, where the *George Washington* was wrecked. The land in the neighborhood is rugged, and affords little chance of saving life. It is supposed that all on board—30 in number—were drowned, as occurred with her sister ship, the *George Washington*, on January 21st."

IF HE IS THY FRIEND, though thy grave should be
'Mid the coral cells of the sounding sea,
Far down, where the voice of the storm comes not,
Where the mermaid sings in her sunless grot;
If thy pillow be only the moaning shell,
And the sea-bird's scream be thy funeral knell;
And thy heavy locks o'er thy pale still brow
And death-sealed eyes should forever flow,—
Though no loved one over thy clay should weep,
Or behold the place of thy last long sleep,—
And though mournful and sad such a fate would be,
Yet, mariner, all would be well with thee:
For thy God would bear with a Father's hand
Thy ransomed soul, to the better land,
And the sea would cradle thy lifeless clay,
Till He bade it wake at the last great day.

OUR WORK AMONG SEAMEN.

CORRESPONDENCE, REPORTS, &c.

St. Johns, N. B.

Rev. JAMES SPENCER, Chaplain, reporting for the six months ending Dec. 31st, 1876, says:—"In my labors with seamen, here, I have found attentive hearers. I cannot speak positively of many cases of conversion, yet I have witnessed some instances where persons have died with a glorious hope of future happiness. I have seen many persons in the congregations deeply impressed by the Word preached. There have been in port, during this time, one hundred and one American ships, the crews of which numbered 1,001 men."

Labrador Coast.

Rev. S. R. BUTLER had a rough time on his late return from the States to his Mission. After having safely landed—within a day's sail of the station—the Quebec schooner went ashore in the great gale, Oct. 16th, 1876, and the Missionary's baggage came out in a shocking condition, his new clothes, barometer and clock, with books and other luxuries for a Labrador winter, being "saturated with salt water and blubber."

Belgium, Antwerp.

Rev. E. W. MATTHEWS, Chaplain, over date of January 26th, writes: "Never were the services so well attended, and this Mission so widely and intensely appreciated. Captains and their wives, with many others, who visited this port when it was in its infancy under the fostering care of Rev. Mr. PETTINGELL and his good wife, are now glad to find that the child has developed into something like youthful manhood. Not long ago, the Captain was here, on board whose ship the Chaplain held his first services, also the Captain who took his harmonium to the room in the Hanseatic House, on the opening day. Now we have in port,

Captain GRIFFIN and wife, from Maine, U. S. A., old friends of the Mission, who have used their influence to bring many to this house of God,—also many others who cheer our hearts on the Lord's Day, as we see them come for the water of life. Ship and Hospital visitation, as also preparation for Sunday and Sunday work are a great delight to me. To do good to my dear mariners is more than a pleasure—to save their souls, and build them up, is Heaven. To sow as well as reap, and to be worthy of the cause that has had a Father Taylor, and a Father Damon, is my prayer."

Chaplain Matthews transmitted, Jan. 1st, an elaborate *résumé* of the efforts made by him to secure the erection of the Sailors' Institute and Bethel, in A., which was dedicated last August. The total cost of land and building was £8,309. £2,500 was raised to meet this, and £400 additional, was borrowed, leaving a debt of £409, yet due on the land. The £400 which he borrowed, the Chaplain agreed to refund during the year 1877.

During the year 1876, 4,249 ships entered the port of Antwerp, of 2,113,760 tonnage, with 68,033 sailors, and 2,066,740 tons of cargo. The English and American tonnage for the year was 1,341,507, with 42,275 English-speaking seamen, many of these Americans. The Chaplain aimed to visit each English-speaking ship in every dock, once a week, besides attending to the Hospital, public resorts of sailors, Sunday and week-day services, and the general management of the Institute Department.

Scandinavian Missions.

We have recent letters from our Missionaries in Sweden, Norway and Denmark, some of which will appear in the next MAGAZINE.

Marseilles, France.

"We have had," writes Chaplain H. S. BROOKS, "two entertainments at the Sailors' Club, with the Magic Lantern, music, &c., and found several sailors delighted to sing and write some good poetry. I often hear about your Loan Libraries on board American vessels. I am glad to say that at Naples our example has been copied, and a Club for sailors has been started, with a Home in addition."

Genoa, Italy.

Chaplain MILLER hopes to have his church building completed, and the church opened, in May next.

Portland, Me.

From the *Bethel Flag*, printed by Chaplain SOUTHWORTH, we extract as follows, concerning the history of spiritual labor for seamen at this port:

"As long ago as 1820 efforts were made here for the spiritual welfare of seamen. Jotham Sewall, long known as the Apostle of Maine, was perhaps the earliest to minister in their behalf. The remarkable sermon of Dr. Payson was preached to them in 1821. It appears that a Bethel church for seamen was organized in 1824. It was allowed to become extinct; for the present Bethel church was organized in 1840. In 1828 the building near the foot of Exchange Street, on Fore, known as the 'Mariner's Church,' was built, at a cost of \$33,000, and lost to the purposes of its erection, in the financial crisis of 1837.

"For a period of ten years previous to 1832, we find that Jotham Sewall, William Jenks, afterwards the celebrated Dr. Jenks, author of the Comprehensive Commentary, and Captain Blake, a minister of peculiar gifts, followed each other in order, as preachers to seamen. Captain Blake boarded around in the Christian families of the city, during his ministry of several years. From 1832 to 1835 Sewall Tenney, since and long the pastor of the church in Ellsworth, preached in the 'Mariner's Church.' From 1835 to 1837 Charles M. Brown occupied the station. Mr. Brown's labors seemed to have ceased with the loss of the building above

referred to, and meetings for sailors were continued in the old City Hall, and Exchange Hall, supplied by the pastors of the city in turn; until, in 1840, we note the formation of the present Bethel church, consisting of eight members; one half of them from the Second Parish. Dana Cloyes was pastor till 1843; when Geo. W. Bourne succeeded him till 1847. Then followed David M. Mitchell, whose chaplaincy continued to 1849. Meanwhile, in 1848, the Bethel church edifice, 97 Fore Street, was built. We have been unable to learn when it was first occupied; but find that the society was without means, and without a pastor for several years; and the church voted to suspend for a season, and that each member be allowed to attend meetings with other religious societies as they deemed best. In 1853 meetings were resumed under the pastoral care of James R. French. He closed his labors in 1855, and was succeeded by Sam'l H. Merrill. In 1863 Mr. Merrill accepted a chaplaincy in the army. From July, 1864, the Bethel was under the pastoral care of V. J. Harts-horn, who left at the expiration of one year, on account of his health; and was immediately succeeded by the present pastor, who has served the interests of the men of the sea nearly 12 years. The present Bethel church was rebuilt after the great fire in 1866. In seven months after the fire it was occupied.

"God has blessed the Bethel. He has enlarged its usefulness in recent years, and sent forth from it many a soul, to shed light on the sea in remote places. Many men and women might be mentioned who have spent part of their useful, earnest lives in the work of this church, besides the faithful few who now give the right hand of Christian friendship to the sailors, who come to this port."

New York City.

Mr. AUGUST ABRAMSON, colporteur, made eighty visits to vessels, in December, 1876, 360 visits to sailor boarding-houses, and led 200 sailors to religious meetings. Sixteen Bibles and Testaments were distributed, with 2,000 pages of tracts and 1,000 pages of other religious reading matter.

Buffalo, N. Y.

Special and continuous religious services were held at the Wells St. Chapel,

in December, 1876, and January, 1877, and Chaplain COOK looked for the blessing of God upon them. As a fruitage, nine members were to be received to the church in the Chapel, February 4th—five by confession and four by letter.

Norfolk, Va.

We have received the programme of Chaplain CRANE's Bethel Sunday-school Concert, Jan. 18th, and also a notice of his temperance sermon preached on Sunday evening Feb. 11th. A large congregation was present on the latter occasion, including delegates from the Rechabites and Good Templars.

The month of January was one of very decided and encouraging advance in the Chaplain's work. Bethel congregations have largely increased, as has the Sunday-school attendance. The Chaplain visited 158 vessels.

Wilmington, N. C.

Rev. J. L. KEEN, Chaplain, continues to report a prosperous work with a large number of vessels in port. The temperance organization has, so far, done great good. Eighty-seven vessels were visited in December, and in January, eighty-nine. Good numbers of sailors attended Bethel services. Mr. S. N. MARTIN, Secretary and Treasurer of the Norfolk Seamen's Friend Society, died Jan. 22nd.

Charleston, S. C.

Attendance at Bethel services increased in January, with a larger proportion of foreign seamen than for many years past. Chaplain YATES had been ill, but various ministerial brethren helped to sustain the meetings. More destitute seamen have been housed and cared for, this winter, than for a long period previously.

Savannah, Ga.

For the quarter ending December 31st, 1876, Chaplain WEBB visited 156 vessels,

and distributed much reading matter—besides preaching thirty-one sermons. Bethel services, which had fallen off in attendance, during the prevalence of yellow fever, were gradually attracting larger numbers of seamen, as worshippers. Wednesday, Dec. 27th, the S. S. Christmas festival was held, with great interest and success. Jan. 7th, the school numbered 100, including teachers and scholars.

Pensacola, Fla.

Chaplain CARTER writes, in January: "I think this a most important field for work among seamen, not only on account of the numbers that come here, but because of the demoralizing influences that are at work. This place has never got over the leaven of Catholicism—it pervades society, and like poisonous miasma, affects everything. Business has revived, and quite a number of ships are in port. Seamen's attendance upon church services has been good."

New Orleans, La.

Several letters from Chaplain PEASE have been received during the last few months. In December, 1876, a fire occurred, which destroyed the building nearest the Bethel, and greatly imperiled that; but by the blessing of God was stayed without harming it. The ordinary religious services have been stately maintained during the excitements of the political world, in the city, with no indications whatever of any lack of interest, whether in the Bethel services, or at the Sailors' Reading-room. A musical entertainment recently given, had greatly delighted the sailors.

Sailors' Home, 190 Cherry Street.

Mr. ALEXANDER reports one hundred and sixty-three arrivals at the HOME during the month of January. These deposited with him \$1,394, of which,

\$714 were sent to relatives, \$200 placed in Savings Banks, and the balance returned to depositors. In the same time ten men went to sea from the HOME without advance, and five were sent to the hospital. It has been a fearful season for sailors, and many shipwrecked men have come to the HOME to be comfortably cared for, there. There have been great numbers of "bummers" in the streets, palming themselves off as sailors, but a brief cross-questioning reveals them, and they go on their tramp.

Among the sailors in port there has been a gratifying religious interest. Several have united with the Seamen's churches. The prayer-meetings at the HOME and at the Mariner's Church, and the Church of the Sea and Land have been well attended and profitable.

Position of the Principal Planets for March, 1877.

MERCURY is a morning star during this month; is in conjunction with the Moon on the morning of the 13th, at 3h. 50m., being $1^{\circ} 35'$ south; is in conjunction with Saturn on the morning of the 19th, at 5h. 32m., being $37'$ south, is in conjunction with Venus on the evening of the 25th, at 9h. 17m., being $41'$ south.

VENUS is a morning star, rising on the first, at 6h. 1m., and south of east $19^{\circ} 18'$; is in conjunction with the Moon on the afternoon of the 13th, at 5h. 18m., being $1^{\circ} 24'$ south; is in conjunction with Saturn on the morning of the 16th, at 4h. 56m., being $20'$ north.

MARS is a morning star, rising on the 1st, at 2h. 49m., and south of east $31^{\circ} 51'$; is in conjunction with Jupiter on the forenoon of the 1st, at 10h. 32m., being $32'$ south; is in conjunction with the Moon on the morning of the 8th, at 4h. 18m., being $4^{\circ} 36'$ north.

JUPITER is a morning star, rising on the 1st, at 2h. 49m., and south of east $31^{\circ} 6'$; is in conjunction with the Moon on the evening of the 7th, at 9h. 26m., being $5^{\circ} 23'$ north; is in quadrature with the Sun on the afternoon of the 22nd, at 5h. 6m., after which time it ceases to be considered a morning star, being more than 90° distant from that luminary.

SATURN is also a morning star, rising

on the 1st, at 6h. 32m., and south of east $12^{\circ} 3'$; is in conjunction with the Moon on the 13th, at 51m. before midnight, being $2^{\circ} 4'$ south.

During the greater part of this month the five principal planets are all morning stars, which is an event of not very common occurrence.

R. H. B.

New York University.

Marine Disasters in January, 1877.

The number of vessels belonging to, or bound to or from ports in the United States reported totally lost and missing during the month named, is 84, of which 42 were wrecked, 17 abandoned, 2 burned, 4 sunk by collision, 2 foundered, and 17 are missing. The list comprises 3 steamers, 8 ships, 18 barks, 8 brigs, and 47 schooners, and their total value, exclusive of cargoes, is estimated at \$1,300,000.

Below is the list, giving names, ports, destinations, &c. Those indicated by a *w* were wrecked, *a* abandoned, *b* burned, *c* sunk by collision, *f* foundered, and *m*, missing.

STEAMERS.

Emilie, *w.* (Near Key West.)

Perit, *w.* from Halifax for New York.

Montgomery, *s c.* from New York for Havana.

SHIPS.

Simla, *w.* from Marseilles for New York.

D. G. Fleming, *w.* from Liverpool for Mobile. Commodore, *w.* from Puget Sound for San Francisco.

Geo. Green, *w. fm.* Enderbury I. for Falmouth.

Speculator, *w.* from Hamburg for N. Orleans.

Ada Iredale, *b.* from Androssan for San Francisco.

Dakota, *b.* from New Orleans for Liverpool.

British King, *m. fm.* Shields for San Francisco.

BARKS.

Disco, *w.* from Charleston for Havre.

Felix, *w.* from Galveston for Liverpool.

Astrea, *w.* from Lisbon for Pensacola.

Milo, *w.* from Singapore for Shanghai.

Everett Gray, *m. fm.* Boston for Gloucester, E.

Clara, *a.* from Philadelphia for Hamburg.

Gentoo, *w.* from New York for Batavia.

Ignazio, *w.* from New Orleans for Duukirk.

Scopo, *a.* from Philadelphia for Queenstown.

Ida, *w.* from Havre for Pensacola.

Galveston, *w.* from Mystic for Key West.

Sisters, *w.* from Baltimore for Drogheda.

Nancy Brysson, *a.* from Pernambuco for New York.

Lilla, *w.* from Ipswich for Baltimore.

Beulah, *w.* from Enderbury I. for Europe.

Njaal, *s c.* from Liverpool for Hampton Roads.

Providentia, *w.* from Amsterdam for N. York.

Amizade, *a.* from St. Michaels for Boston.

BRIGS.

Beaver, *a.* from New York for Queenstown.

D. R. Stockwell, *w.* from Troon for Cardenas. Frances Lewey, *s c.* from Newchwang for Swatow.

Rebecca J. Paige, *w.* from Buenos Ayres for Ensanada.

Courier, *a.* from Charleston for U. Kingdom.

Mentor II, *a.* from Oporto for New York.

Nellie Antrim, *a.* from St. Martins for N. York.

Salvador, *w.* from Savannah for Santander.

SCHOONERS.

Factor, *w.* from Staten Island for New Haven.

Harry & Ned, *w.* (At Smithtown, L. I.)

AND SEAMEN'S FRIEND.

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May Queen, *w.* (Fisherman.)

Walter Irving, *w.* from Baltimore for Thomas-ton.

Massachusetts, *w.* from Baltimore for Belfast.

T. R. Hughlett, *w.* from Millbridge for Boston.

Howard Macomber, *s c.* from Hoboken for Bos-ton.

Richard Rhodes, *a.* from Alexandria for New York.

Starlight, *m.* from Brunswick, Ga. for Dam-a-rioscotta.

Jas. Garcelon, *w.* from Camden for Boston.

Belle Crowell, *a.* from Portland for Windsor, N. S.

Chief, *w.* from Edgartown for Bristol, R. I.

Rockport, *a.* from P. E. Island for New York.

Lacon, *a.* from P. E. Island for New York.

Matoaka, *w.* from Demerara for Baltimore.

Pacific, *a.* from Charleston for U. Kingdom.

Jos. F. Allen, *m.* (Fisherman.)

Ellen Frances, (Fisherman.)

W. T. Merchant, *m.* (Fisherman.)

D. E. Woodbury, *m.* (Fisherman.)

Island Belle, *a.* from St. Johns, N. F. for Bos-ton.

Laura, *a. fm.* Bucksport for Washington, D. C. J. F. Huntress, *m.* (Fisherman.)

John Tyler, *m.* (Fisherman.)

Mary R. Somers, *a. fm.* Liverpool fr. Cardenas. Gen. Taylor, *w. fm.* Eastport for Newburyport.

Champion, *a.* from P. E. Island for Baltimore.

Willie, *w.* from St. Andrews for Boston.

M. B. Jerrold, *m.* (Fisherman.)

John A. Lewis, *w.* from Charlottetown for Bos-ton.

Peerless, *w.* (On Suwarrow Island.)

Wyoming, *m.* (Fisherman.)

Howard Steele, *m.* (Fisherman.)

Robert Emmett, *m.* (Fisherman.)

John Aviles, *w.* for Charleston.

Cambrian, *w.* from P. E. Island for Boston.

James A. Crocker, *m.* from New York for Providence.

Annie B., *m.* from Boston for Halifax.

Albert Treat, *m.* from New York for Boston.

J. K. Lawrence, *w.* from Charleston for New York.

Eliza Jane, *w.* (Fisherman.)

Eliza Matthews, *f.* from Norfolk for Hampton, Va.

Lydia, *f.* (In Delaware River.)

E. B. Darling, *w.* (At Grand Canary Island.)

Lottie Ames, *w.* from Rockland for Port Roy-al, S. C.

Kate & Luella, *m.* from Richmond, Va. for New York.

Friendship, *w.* (In Chesapeake Bay.)

In addition to the above, steamer *Americque* (Fr.) from Havre for New York, lies stranded on the New Jersey Beach, but will probably be saved. Steamer *Colombo* (Br.) from Hull for New York, and steamers *Geo. Cromwell* and *Geo. Washington*, both from Halifax for St. Johns, N. F., are all long overdue at their destinations, and although not entirely given up as lost, there are but faint hopes of their safety.

The *Bureau Veritas* publishes the following statistics of vessels of all nationalities, reported lost during

DECEMBER, 1876.

Sailing vessels—63 English, 32 Norwegian, 24 French, 23 American, 20 German, 5 Dutch, 5 Italian, 4 Danish, 4 Swedish, 3 Austrian, 2 Russian, 1 Belgian, 1 Brazilian, 1 Spanish, 1 Portuguese, 16 of which the nationality is unknown; total, 205. In this number are included 13 vessels reported missing.

Steamers—10 English, 2 American, 1 Dutch, 1 of which the nationality is unknown; total, 14.

Receipts for January, 1877.

NEW HAMPSHIRE.

Bristol, Cong. church.....	\$ 3 19
Concord, South Cong. church.....	10 69
Mrs. Mary E. Prescott.....	1 00
Goffstown, Cong. church.....	16 20
Manchester, Miss Helen K. Wallace.....	1 00
Rindge, Col. Jason B. Perry.....	1 00
West Concord, Cong. church.....	9 45

VERMONT.

Benson, Rev. John C. Houghton.....	1 00
Newbury, Edward Hale, for lib'y.....	20 00
Waterbury, Miss M. E. Glysson, additional.....	10 50
West Charlestown, Rev. W. T. Herrick.....	4 00
Russell Herrick.....	1 00

MASSACHUSETTS.

Ashby, G. L. Hitchcock.....	1 00
Attleboro, Mrs. Albert Robbins.....	1 00
Beverly, Dane St. Cong. church.....	28 27
Estate Lydia Batchelder, by Rufus Larcomb, Ex., to const. Alred Ray, Joseph L. Stanley, Geo. A. Stanley and Benjamin W. Stanley, L. M's.....	400 00
Boston, Rev. S. H. Cutler, for lib'y.....	20 00
Chelsea, a friend.....	20 00
1st Cong. church.....	20 98
East Bridgewater, Zilpha Hatch.....	3 00
East Boston, Geo. H. Fog, for lib'y.....	20 00
East Medway, Rev. E. N. Hidden.....	1 00
Entfield, Cong. church.....	26 90
Fitchburg, Estate Mrs. Frances C. Hale, by D. Messenger, Ex.....	100 00
Framingham, Plymouth Cong. ch.....	71 25
Gloucester, Cong. church.....	31 00
Granby, Cong. church.....	11 52
Leominster, Orthodox Cong. ch.....	8 00
Lowell, John St. Cong. church.....	24 90
Mansfield, Cong. church.....	8 95
Marion, Cong. church.....	10 00
Natick, Cong. church.....	27 11
Newburyport, Bellville Cong. ch., of wh. Joshua Hale, \$20 for lib'y.....	76 74
North Brookfield, Cong. church.....	40 00
North Reading, Cong. church.....	3 06
Oxford, S. S. 1st Cong. church.....	16 17
Randolph, E. Allen, M.D., for lib'y.....	20 00
" S. B. M.".....	10 00
Rockland, Cong. church.....	100 00
Tewksbury, S. S. Cong. ch., for lib'y.....	25 00
Uxbridge, William Judson.....	2 00

RHODE ISLAND.

Bristol, Cong. ch., \$40 for lib's.....	55 30
Providence, Capt. Nickerson.....	1 00

CONNECTICUT.

Berlin, 2nd Cong. church.....	4 73
Black Rock, S. S. Cong. ch., for lib'y.....	20 00
Bristol, E. C. Brewster.....	1 00
Broad Brook, Cong. church.....	5 19
Buckingham, S. S. Cong. ch., for lib.....	20 00
Cheshire, Cong. church.....	23 19
Collinsville, Cong. church.....	12 08
Danbury, S. S. 1st Cong. church.....	20 00
Deep River, a friend.....	3 00
Green's Farms, Cong. church.....	13 83
Greenville, S. S. Cong. ch., for lib'y.....	20 00
Guilford, 1st Cong. church.....	6 00
Hartford, South Cong. ch., add'l.....	1 00
Miss Mary C. Bomis, for lib'y.....	20 00
Lebanon, William Huntington.....	1 00
Litchfield, 1st Cong. ch., of wh. S. S. \$20.....	72 05
Bequest of Andrew Buel, deceased, per Watts H. Brooks, Adm'r.....	50 00
Meriden Center, Cong. chnrch.....	15 00
New Britain, South Cong. church.....	21 55
New Hartford, North Cong. church..	21 50

New Haven, Thomas R. Trowbridge, to const. himself L. D.	100 00	Trustees Murray Fund.	100 00	
Mrs. Thomas R. Trowbridge, for library.	20 00	Mr. John W. Hamersley, for lib's.	100 00	
Richard S. Fellowes, for library.	20 00	Morton, Bliss & Co.	25 00	
Lyman Osborn.	10 00	" E."	20 00	
New London, Miss Adelaide Lockwood.	1 00	" Lyons."	20 00	
New Preston, Mrs. Henry Upson, for lib'y.	20 00	Old Colony Steamboat Co., for lib'y	20 00	
North Guilford, John Rossiter, for library.	20 00	Miss Mary Boorman.	20 00	
North Haven, Mrs. Elizabeth A. Blakeslee, Mem'l lib'y, by her daughters Mrs. B. M. Page, Miss L. and Grace Augusta Blakeslee.	20 00	Walter Edwards.	15 00	
Newark, 1st Cong. ch., of wh. Rev. S. B. S. Bissell \$60, to const. Frederick Packard Bissell and Henry K. Silleck, L. M's.	65 31	Parker Handy.	10 00	
Mrs. Wm. B. St. John.	1 00	M. Cristy.	10 00	
Norwich, 2nd Cong. church.	60 70	G. G. Williams.	10 00	
Park Cong. church.	53 57	F. A. Palmer.	10 00	
Plymouth, Cong. church.	7 30	R. J. Dodge.	10 00	
South Windsor, S. S. 1st Cong. ch., for library.	20 00	Charles E. Pierson.	5 00	
Stonington, 2nd Cong. church.	27 00	Cephas Brainerd.	5 00	
Rev. H. B. Elliott.	1 00	S. W. Stebbins.	1 00	
Thomaston, Cong. church.	26 45	Penfield, Individuals.	4 08	
Waterbury, 1st Cong. ch., to const. Dea. Edward L. Bronson, Fred. B. Headley, Solon M. Terry, Mrs. Stephen E. Harrison and Miss Julia E. Northrop, L. M's, ea. \$30.	150 00	Poughkeepsie, Mrs. Wm. C. Sterling, for the "Alice Norton House," library.	20 00	
West Hartford, Brace Legacy, bal., per L. P. Waldo. Trustee.	706 25	Sangereties, Ref. church.	76 39	
Miss S. W. Boswell, for lib'y.	20 00	Mis. Maria A. Kiersted.	30 00	
Mrs. Thomas Brace.	1 00	Tarrytown, Edward B. Cobb.	25 00	
West Suffield, Cong. church.	1 20	Troy, Mary F. Cushman.	10	
West Windsor, Cong. church.	10 77	Warsaw, Pres. ch., of wh. Hon. Aug. Frank, for the "William Aug. Frank" Mem'l lib'y, \$20.	37 00	
Wolcott, Cong. church.	6 00	Bap. church.	5 61	
NEW YORK.		M. E. church.	2 67	
Amsterdam, W. J. Blain.	2 00	Mrs. S. M. Gates.	2 00	
Brooklyn, Mrs. W. C. Bowers.	2 00	West Winfield, Bap. church.	5 37	
Buffalo, Messrs. A. & M. Merchant. E. R. Jewett.	35 00	M. E. church.	2 31	
Judge Hodges.	10 00	NEW JERSEY.		
Mrs. Millard Fillmore.	10 00	Englewood, Pres. ch., of wh. Mrs. James O. Morse, \$20 for lib'y, and to const. Rev. Henry M. Booth, L. D.	179 53	
A friend.	10 00	Hoboken, Rev. C. D. Buck.	1 00	
Geo. H. Bryant.	5 00	Newark, 2nd Pres. ch., add'l.	12 81	
Geo. W. Tift.	5 00	Newfield, Rev. Charles Willey.	5 00	
O. H. Marshall.	5 00	Stewartsville, Daniel Hulshizer, for library.	20 00	
Peter Enslie.	5 00	PENNSYLVANIA.		
Mrs. H. R. Seymour.	5 00	Harrisburg, Mrs. Mary E. De Witt.	10 00	
A friend.	5 00	Rev. T. H. Robinson.	1 00	
Camden, M. E. church.	8 53	Philadelphia, Miss Mary L. Irwin, to const. Erwin Agnew, M.D., L. M. Archibald M. Morrison, for Caldwell Morrison library.	30 00	
Pres. church.	4 00	Cash.	20 00	
Cong. church.	2 67	Pleasantville, Dea. J. Noyes.	10 00	
Cayuga, Rev. G. P. Sewall, to const. himself L. M.	30 00	Princeton, Rev. Dr. Macloskie.	2 00	
Cazenovia, John R. Murray.	2 00	York, Samuel Small.	20 00	
Clarkson, Cong. church.	9 50	DELAWARE.		
Coxsackie, Rev. M. Lusk.	5 00	Wilmington, Mrs. S. F. Dupont, for library.	20 00	
Elbridge, Pres. church.	2 00	OHIO.		
Fayetteville, Pres. ch., for lib'y.	20 00	Beilbrook, Daniel Holmes.	10 00	
Bap. church.	8 67	Andrew Holmes.	1 00	
Fort Plain, Rev. Sam'l J. Rogers.	1 00	William Laesinger.	250 00	
Harlem, S. S. Ref. ch., for lib's.	40 00	Burton, Estate Mrs. Lucinda Beach.	3 00	
Hudson, S. S. Ref. ch., for lib'y.	20 00	Oberlin, Miss E. H. Tite.		
Mrs. R. J. Wells.	10 00	MICHIGAN.		
Moriches, Mrs. James M. Fanning.	1 00	Ann Arbor, Pres. ch., of wh. \$20 for library.	28 25	
New Hamburgh, Mrs. Sarah Millard.	60 00	Detroit, Unitarian church.	9 76	
New York City, Capt. Hodge, steamer Croft.	5 00	ILLINOIS.		
Capt. Eaton, bark <i>Monitor</i> .	5 00	Batavia, Rev. John H. Windsor.	2 00	
Capt. Covert, bark <i>Traveller</i> .	5 00	IOWA.		
Capt. Murchison, bark <i>Assyrian</i> .	5 00	Lewis, Charles Little.	1 00	
Capt. Walls, schr. S. M. Manemay.	5 00	KANSAS.		
Capt. Tilley, bark <i>Sarah</i> .	2 00	Lawrence, Rev. J. H. Carruth.	1 00	
William Mathews.	250 00			
James Lenox.	150 00			
			\$4,974 10	



Gast thy bread upon the waters: for thou shalt find it after many days.—Ecc. 11: 1.

LOAN LIBRARY REPORTS.

WHOLE NUMBER OF LOAN LIBRARIES SENT TO SEA, TO MAY 1ST, 1876, 5,559; RESHIPMENTS OF SAME 4,186; NO. OF VOLs., 262,092; ACCESSIBLE TO 222,909 SEAMEN.

During January, 1877, seventy-seven loan libraries, thirty-one new, (of which sixteen are yet to be assigned,) and forty-six refitted, were sent to sea from our Rooms at New York and Boston. The new libraries were Nos. 5,997 to 6,019, inclusive, at New York, and Nos. 4,834 to 4,840, inclusive, with No. 4,842, at Boston. Preceding any of these, we print, herewith, the record of assignment of seventeen new libraries previously sent out, and hitherto reported in the LIFE BOAT.

No. of Library.	By whom furnished.	Where placed.	Bound for.	Men in Crew.
5810..	Pres. church, Fayetteville, N. Y.....	Barkentine Veteran, at Norfolk, Va.....	Liverpool.....	10
5929..	Richard S. Fellowes, Esq., New Haven, Conn.....	Bark G. T. Kemp.....	Gibraltar.....	11
5934..	John Rossiter, Guilford, Conn.....	Ship Alexander.....	Europe.....	16
5937..	S. S. Cong. church, South Windsor, Ct.	Bark Sarah.....	Buenos Ayres.....	12
5938..	Hon. Aug. Frank, Warsaw, N. Y., <i>in memoriam</i> Wm. Augustus Frank.....	Ship Muskota.....	Europe.....	19
5943..	S. S. Black Rock, Conn.....	Bark C. E. McNeill.....	Porto Cabello.....	10
5945..	Pres. church, Ann Arbor, Mich.....	Bark Clara E. McGilvery	Montevideo.....	10
5946..	Mrs. M. B. Page, Misses Labie and Grace Augusta Blakeslee, No. Haven, Conn., <i>in memoriam</i> Mrs. E. A. Blakes- lee, their mother.....	Bark William Cobb.....	Wellington, N. Z.....	12
5948..	C. S. Osborne, Newark, N. J.....	Bark Elmira.....	Dunedin, N. Z.....	13
5950..	Bethel Mission S. S., Newark, N. J.....	Bark B. F. Watson.....	Liverpool.....	15
5953..	Mrs. F. P. Gilbert, New Haven, Conn.....	Bark J. F. Rottman.....	Europe.....	14
5954..	Joseph N. Tuttle, Newark, N. J.....	Ship Thomas Dana.....	San Francisco.....	30
5955..	S. S. 2nd Cong. church, Palmer, Mass.....	Ship Kate Crosby.....	Europe.....	15
5957..	Miss Beebe's School, Yonkers, N. Y., for "Grace Darling" Library.....	Ship Farragut.....	San Francisco.....	26
5963..	F. F. Thompson, New York City.....	Ship Alameda.....	" "	25
5972..	S. S. Cong. church, Greenville, Conn.....	Ship South America.....	" "	32
5995..	Mrs. M. C. Vermilye, New York City..	Ship Samuel Watts.....	" "	30
4834..	A Friend, Chelsea, Mass.....	Bark R. A. Allen.....	Cuba.....	10
4835..	Rev. I. S. Cutler, Boston, Mass.....	Schr. A. L. Butler.....	Africa.....	8
4836..	Geo. H. Fog, E. Boston, Mass.....	Ship Hope.....	Callao.....	18
4837..	Joshua Hale, Newburyport, Mass.....	Bark Orchilla.....	West Indies.....	10
4838..	Miss R. Rogers, Bristol, R. I.....	Bark Evelyn.....	Europe.....	10
4839..	S. S. Cong. church, So. Framingham, Mass.....	Bark Western Sea.....	West Indies.....	11
4840..	S. S. Cong. church, Tewksbury, Mass.....	Bark Jennie Cobb.....	" "	11
4842..	Ebenezer Alden, Randolph, Mass.....	Bark Memnon.....	Melbourne.....	20
6006..	Old Colony Steamboat Co., N. Y. City.....	U. S. Rev. Cut. Grant.....	Cruising.....	38
6008..	Jonas M. Libbey, New York City.....	Ship Joy.....	San Francisco.....	25
6009..	" " " " "	Bark Chasca.....	Melbourne.....	15
6010..	" " " " "	Ship Canada.....	San Francisco.....	23
6011..	" " " " "	Bark N. Boynton.....	Sydney, N. S. W.....	17
6012..	" " " " "	School Ship St. Mary's..	" "	10
6013..	" " " " "	" "	" "	"

The forty-six libraries refitted and reshipped were :

No. 1,235, on schr. *W. M. Young*, for St. Domingo; No. 1,971, on schr. *R. Rose*, for St. Kitts; No. 2,355, on schr. *J. E. Bayles*, for Kingston; No. 2,377, on schr. *A. E. Glover*, for Brunswick; No. 2,556, on brig *J. McLeod*, for West Indies; No. 3,091, on schr. *S. McManemy*, coastwise; No. 3,361, on schr. *R. Portner*, for Genoa; No. 3,857, books read with interest, gone to St. Jago, on bark *G. De Zalda*; No. 3,890, on schr. *Northern Home*, for Para; No. 3,901, on brig *J. M. S.*, for Demerara; No. 4,120, on schr. *L. B. Gregg*, for Jaemel; No. 4,131, on brig *Virginia*, for Porto Rico; No. 4,199, on brig *Happy Return*, for Jamaica; No. 4,213, on schr. *Southern Home*, for Pernambuco; No. 4,303, on brig *Gavin*, for Cienfuegos; No. 4,542, on schr. *West Side*, for Bahia; No. 4,574, on brig *T. Owen*, for Malaga; No. 4,581, much read, gone to Demerara, on schr. *F. Jackson*; No. 4,673, on brig *Lophe-ma*, for Bilboa; No. 4,678, read with interest, gone to St. Jago, on schr. *L. Lee*; No. 4,729, on bark *Caro*, for Rio; No. 4,734, on bark *R. Caruana*, for Matanzas; No. 4,914, on brig *Cadet*, for Cienfuegos; No. 4,993, on brig *Americus*, for Mediterranean; No. 5,089, on bark *Milo*, for Genoa; No. 5,236, on brig *Katie*, for Pernambuco; No. 5,260, on brig *W. Mallory*, for Valencia; No. 5,276, on brig *Dart*, for St. Jago; No. 5,298, read with profit, gone to Pernambuco, on brig *F. I. Henderson*; No. 5,363, on brig *H. M. Rowley*, for New Orleans; No. 5,386, on brig *Sienna*, for West Indies; No. 5,545, books all read, gone to Georgetown, on schr. *H. McG. Buck*; No. 5,568, on schr. *V. Rulon*, for Para; No. 5,615, on brig *M. A. Doran*, for Cork; No. 5,621, on schr. *C. M. Richardson*, for Havana; No. 5,734, on bark *Assyrian*, for Liverpool; No. 5,738, on schr. *C. E. Bergen*, for Savannah; No. 5,771, on bark *Truro*, for Glasgow; No. 5,797, read with good results, gone coastwise, on

schr. *R. Mason*; No. 5,926, on bark *Sarah*, for Europe.

No. 3,057, on schr. *Emma P. Newcomb*, at Boston, Capt. Baker, 6 men; No. 3,097, on schr. *B. S. Young*, at Boston, Capt. Gross, 6 men, for Virginia; No. 3,722, on schr. *Gen. Connor*, at Boston, for West Indies, has been much read; No. 3,822, * on brig *T. Rome*, at Boston, for Antwerp, 8 men.

No. 4,071, went to Buenos Ayres on brig *Elizabeth Winslow*, in 1873—was transferred to bark *Lucy*, which founded at sea—the crew saving only their clothing. Capt. Irvin saved the library and brought it to the Sailors' Home, in Boston, with 6 books missing—it has been refitted and sent to sea on the schr. *Mary Ann*, 6 men, for Calais.

No. 4,661, on schr. *Henry P. Whiton*, at Boston, 8 men, for Baltimore; No. 5,615, † read with much interest on the passage from New York to Yokohama, Japan, on ship *Hope*, and at Ylo ylo put on board the ship *N. Boynton*, in exchange for 4,661, from Boston.

PRACTICAL LIBRARY WORK—TESTIMONY FROM YOKOHAMA.

Capt. John Loring, of bark *Etta Loring*, had on his vessel, No. 5,747, contributed in December, 1875, by S. S. Ref. church, Metuchen, N. J., and writes, in a letter received by us, February 7th, 1877:

“The library put on board is returned again to the Society, after a voyage of thirteen months, having visited two ports in Australia, and gone thence to Yokohama, Japan—and from that port to New York, with a cargo of tea. The voyage ended without the loss of a man, or the least damage to the ship, thanks to Him who holds the waters in the hollow of His hand, and the winds in his fists.

The books have been in charge of my son, the chief officer, and will be returned, I trust, in as good condition as

* Contributed by S. S. Cong. church, Bristol, Conn.

† Contributed by S. S. Pearl Street Cong. church, Hartford, Conn.

could be expected after being so much used in hot, tropical regions. They have been read and re-read by both passengers and crew, and found to be instructive and interesting. The good received from them may only be known in Heaven. I cannot speak of any known conversions on the voyage, but hope the seed sown will spring up in due time and bear fruit to the glory of God. I have, as usual, endeavored to point the men to Jesus as the Sinner's Friend, by precept and example, and trust some good has been done in his name.

The little "Temperance Alliance," which you put in the Library, I took out on the passage out, and prevailed upon most of the crew to sign it. I think that most of them have kept the pledge through the voyage. The carpenter came on board, intoxicated, when we sailed from New York, and was not fit for duty for twenty-four hours afterwards. He was among the first to sign it, and has been true to his pledge, to the end of the voyage. He is a young man, and a very good man at his duty.

While at Yokohama, Mr. AUSTEN, your missionary at that port, visited the ship very frequently, distributing reading matter to the crew, and holding religious services with them; which was well received by them, at all times. Mr. Austen is an earnest and efficient worker at that port, on shipboard and on shore. The result of his labors must ultimately be of great good."

"Out of the Mouth of Babes."

The words of a child flowing naturally from the heart often have strange power. They penetrate hard hearts, quicken dormant consciences, and arouse men absorbed in worldliness. The following is a good illustration of this power:

"Mrs. Ross, may Luther go home with me and stay to-night?" said little Alice Bell to the minister's wife who was visiting with her husband and children among the members of his congregation.

The family, of which Alice was the youngest, made no profession of religion. Mr. Bell was a good man in his way—that is, he was honest and kind, but he had never become a child of God.

Luther went home with Alice, and a pleasant romp they had. At last the

children's bedtime came. Now, Luther had been taught to kneel down by his papa's knee, and repeat his prayer before going to bed. So the artless child, in the absence of his parents, walked confidently up to Mr. Bell, and knelt down, folded his little hands, and in a clear voice repeated—

"Now I lay me down to sleep
I pray the Lord my soul to keep;
If I should die before I wake,
I pray the Lord my soul to take,
And this I ask for Jesus' sake.

Amen."

So quietly did the child act that the old man was not aware of his intention until saying "Amen." He arose, and going to each he kissed them good-night.

Little Alice stood in childish astonishment, wondering what the strange proceeding meant.

When the children were asleep, the family sat long and thoughtfully. Each seemed to be pursuing an absorbing train of thought. At length Mrs. Bell broke the silence, as a tear sparkled on her cheek, saying, "What a sweet child!"

Mr. Bell took no part in the conversation thus started, but leaving the family circle retired to his bed-room.

He passed a restless night, and to the oft-repeated question of his wife, "If he were unwell?" he only replied "No."

Morning came, and while breakfast was being prepared, the cheerful good morning of the children and their playfulness seemed to drive away the singular gloom of kind Mr. Bell. The chairs were placed, and they sat down to breakfast.

Luther, wondering why they did not have worship, looked from one to the other as they began to eat without the "grace" they always had at home. Thinking, no doubt, that they forgot, he turned his eyes to Mr. Bell, and said, almost in a whisper, "We didn't pray." It was too much. The old man left the table. Going to his room, and falling upon his knees, he wept and prayed.

Mr. Bell and most of his family now stand at the Lord's table with their neighbors, showing how God, "out of the mouth of babes and sucklings hath perfected praise." Luther did what many sermons and exhortations failed to do, and now he and Alice both repeat their little prayers by Mr. Bell's knee, while, with his hands upon their heads, he smiles and echoes heartily the amen; and the family altar is erected and loved.

A Nut to Crack.

There was an old woman who lived in a hut
About the size of a hickory nut;
The walls were thick, and the ceiling low,
And seldom out doors did the old woman go.
She took no paper, and in no book
Of any sort was she seen to look,
Yet she imagined she knew much more
Than man or woman had known before.

They talked in her hearing of wondrous things,
Of the dazzling splendor of Eastern kings,
Of mountains covered with ice and snow
When all the valley lay green below.

They spoke of adventures by sea and land,
Of oceans and seas by a cable spanned,
Of buried treasures;—but though she heard,
She said she didn't believe one word!

And still she lives in her little hut
About the size of a hickory nut,
At peace with herself, and quite content
With the way in which her days are spent.

Little it troubles her, I suppose,
Because so very little she knows,
For, keeping her doors and windows shut,
She has shriveled up in her hickory nut.

And you, my dears, will no larger grow,
If you rest contented with what you know,—
But a pitiful object you will dwell,
Shut up inside of your hickory shell.

Josephine Pollard, in Wide Awake.

"First on the List."

1. Keep a list of your friends; and let God be first on the list, however long it may be.

2. Keep a list of all the gifts you get; and let Christ, who is God's unspeakable gift, be first of all.

3. Keep a list of your mercies; and let pardon and life stand at the head.

4. Keep a list of your joys; and let joy unspeakable and full of glory be first.

5. Keep a list of your griefs; and let sorrow for sin be first.

6. Keep a list of your enemies; and, however many they be, put down the "old man" and the "old serpent" first.

7. Keep a list of your sins; and let the sin of unbelief be set as first and worst of all.

WHEN A LAPLAND WOMAN with a baby wishes to attend church she always takes the child with her. As soon as the family arrive at the little wooden edifice, and the reindeer are secured, the father shovels a snug little bed in the snow, and the mother wraps the baby in skins, and deposits it therein. Then the father piles the snow around it, and the dog is set on guard, while the parents go decorously into the church. Often as many as thirty babies may be seen thus laid away in the snow.

"AND THOU, MY SON, know thou the God of thy father, and serve Him with a perfect heart and a willing mind; for the Lord searcheth all hearts, and understandeth all the imaginations of the thoughts; if thou seek Him, He will be found of thee; but if thou forsake Him, He will cast thee off for ever."—1 Chron. xxviii. 9.

Let Me Get A Start.

A little black-eyed girl once laid
Her book upon my knee;
And with a troubled look essayed
To learn her A B C.

But all in vain—she did not call
A letter right—not once;
At length I harshly sat her down,
And called her "little dunce."

Sad tears soon filled her merry eyes;
I'd pained her little heart;
"Aunt Fanny, do just wait," she cries,
"Till I can get a start."

And soon the dear girl "got a start,"
Each letter learned to tell,
And ere three months had passed away
Could learn a lesson well.

Now, when you find some duller mind
Discouraged, sick at heart,
I say, be patient—chide them not,
But help them "get a start."

Young Folk's Journal.

American Seamen's Friend Society.

R. P. BUCK, President.
Rev. S. H. HALL, D. D., Cor. Sec. & Treas.
L. P. HUBBARD, Financial Agent.

District Secretaries:
Rev. S. W. HANKS, Cong'l House, Boston.
Rev. H. BEEBE, New Haven, Conn.

LIFE MEMBERS AND DIRECTORS.

A payment of Five Dollars makes an Annual Member, and Thirty Dollars at one time constitutes a Life Member; One Hundred Dollars, or a sum which in addition to a previous payment makes One Hundred Dollars, a life Director.

FORM OF A BEQUEST.

"I give and bequeath to THE AMERICAN SEAMEN'S FRIEND SOCIETY, incorporated by the Legislature of New York, in the year 1833, the sum of \$—, to be applied to the charitable uses and purposes of the said Society."

Three witnesses should state that the testator declared this to be his last will and testament, and that they signed it at his request, and in his presence and the presence of each other.

SHIPS' LIBRARIES.

Loan Libraries for ships are furnished at the offices, 80 Wall Street, N. Y., and 13 Congregationalist House, Boston, at the shortest notice. Bibles and Testaments in various languages may be had either at the office, or at the Depository of the New York Bible Society, 7 Beekman Street.

SAVINGS BANKS FOR SEAMEN.

All respectable Savings' Banks are open to deposits from Seamen, which will be kept safely and secure regular instalments of interest. Seamen's Savings' Banks as such are established in New York, 74-6 Wall Street and 189 Cherry Street, and Boston, Tremont Street, open daily between 10 and 3 o'clock.

SAILORS' HOMES.

LOCATION.	ESTABLISHED BY	KEEPERS.
NEW YORK, 190 Cherry Street.....	Amer. Sea. Friend Society.	Fred'k Alexander.
BOSTON, cor. Salem and Bennet Sts.	Boston " " "	B. F. Jacobs.
PHILADELPHIA, 422 South Front St.	Penn. " " "	Capt. J. T. Robinson.
WILMINGTON, cor. Front & Dock Sts.	Wilm. Sea. Friend Society.	Capt. W. J. Penton.
CHARLESTON, S. C.	Charleston Port Society..	Capt. Peter Smith.
MOBILE, Ala.	Ladies' Sea. Fr'nd Society.	Geo. Ernst Findeisen.
SAN FRANCISCO, Cal.	" " "	—
HONOLULU, S. I.	Honolulu " " "	E. Dunscombe.

INDEPENDENT SOCIETIES AND PRIVATE SAILOR BOARDING HOUSES.

NEW YORK, 338 Pearl Street.....	Epis. Miss. Soc. for Seamen	Edward Rode.
4 Catharine Lane, (colored).....	do.	G. F. Thompson.
BOSTON, N. Square. Mariners House..	Boston Seamen's Aid Soc'y.	N. Hamilton.
PORTSMOUTH, N. H., No. 8 State St..	Seamen's Aid Society.....	John McIver, Supt.
NEW BEDFORD, 14 Bethel Court....	Ladies' Br. N. B. P. S.	Mr. & Mrs. H. G. O. Nye.
BALTIMORE, 23 South Ann Street....	Miss Ellen Brown.
GALVESTON, Tex. cor. Strand & 26 st.

MARINERS' CHURCHES.

LOCATION.	SUSTAINED BY	MINISTERS
NEW YORK, Catharine, cor. Madison. New York Port Society....	Mission " " "	Rev. E. D. Murphy.
cor. Water and Dover Streets....	Episcopal Miss. Society....	" B. F. Millard.
Foot of Pike Street, E. R.....	" " " "	" Robt. J. Walker.
Foot of Hubert Street, N. R.....	" " " "	" H. F. Roberts.
Open air Service, Coenties Slip.....	Methodist	" Isaac Maguire.
Swedish & English, pier 11, N. R.....	Baptist.....	" J. L. Hodge, D. D.
Oliver, cor. Henry Street.....	" E. Hopper, D. D.
Cor. Henry and Market Streets.....	Sea & Land, Presbyterian.	" E. O. Bates.
BROOKLYN, 8 President Street.....	Am. Sea. Friend Society.....	" P. G. Cook.
BUFFALO	Methodist	" S. H. Hayes.
ALBANY, Montgomery Street.....	Boston Sea. Friend Society	" Cyrus L. Eastman.
BOSTON, cor. Salem & N. Bennet Sts.	Boston Port Society.....	" H. A. Cooke.
North Square.....	Baptist Bethel Society.....	" J. P. Pierce.
Cor. Commercial and Lewis Sts.	Episcopal	" F. Southworth.
Parmenter Street.....	Portland Sea. Frn'd Soc'y.	" J. W. Thomas.
PORLTAND, Me., Foi stn. Custom H.	Prov. Sea. Friend Society.	" C. H. Malcom, D.D.
PROVIDENCE, R. I., 52 Wickenden St	Individual Effort.....	" J. D. Butler.
NEWPORT, R. I., 51 Long Wharf....	New Bedford Port Society.	" Vincent Group.
NEW BEDFORD.....	Presbyterian.....	" William Major.
PHILADELPHIA, c. Front & Union Sts.	Methodist	" W. E. Erben.
Cor. Shippen and Penn Streets.....	Episcopal	" Joseph Perry.
Catharine Street.....	Baptist.....	" Chas. McElfresh.
Front Street, above Navy Yard.....	Seamen's Un. Bethel Soc.	" R. R. Murphy.
BALTIMORE, cor. Alice & Anna Sts.	Baltimore, S. B.	" E. N. Crane.
Cor. Light and Lee Streets.....	American & Norfolk Sea. }	" Jas. L. Keen.
NORFOLK	Friend Societies	" Wm. B. Yates.
WILMINGTON, N. C.....	Wilmington Port Society.....	" Richard Webb.
CHARLESTON, Church, n. Water St..	Amer. Sea. Friend Soc'y.	"
SAVANNAH	" " " "	"
MOBILE, Church Street, near Water.	" " " "	" L. H. Pease.
NEW ORLEANS.....	Amer. Sea. Friend Soc'y....	" H. B. Burr.
GALVESTON, Texas.....	"

AMERICAN SEAMEN'S FRIEND SOCIETY,

80 Wall Street, New York.

ORGANIZED, MAY, 1822—INCORPORATED, APRIL, 1833.

RICHARD P. BUCK, Esq., President.
Rev. S. H. HALL, D. D., Cor. Sec'y & Treas.

CAPT. NATH'L BRIGGS, Vice President
L. P. HUBBARD, Financial Agent.

OBJECTS. 1.—To improve the social, moral and religious condition of seamen; to protect them from imposition and fraud; to prevent them from becoming a curse to each other and the world; to rescue them from sin and its consequences, and to **SAVE THEIR SOULS.** 2.—To sanctify commerce, an interest and a power in the earth, second only to religion itself, and make it everywhere serve as the handmaid of Christianity.

MEANS OF ACCOMPLISHMENT. 1.—The preaching of the Gospel by Missionaries and Chaplains, and the maintenance of Bethel Churches in the principal ports of this and foreign countries. In addition to its Chaplaincies in the United States, the Society has stations in CHINA, JAPAN, the SANDWICH ISLANDS, CHILI, BRAZIL, FRANCE, ITALY, BELGIUM, DENMARK, NORWAY, SWEDEN, NEW BRUNSWICK, &c., and will establish others as its funds shall allow. Besides preaching the Gospel to seamen on ship-board and on shore, and to those who do business upon our inland waters, Chaplains visit the sick and dying, and as far as possible supply the place of parents and friends.

2.—The monthly publication of the **SAILORS' MAGAZINE** and **SEAMEN'S FRIEND**, designed to collect and communicate information, and to enlist the sympathy and co-operation of Christians of every name, in securing the objects of the Society. The last of these publications, the **SEAMEN'S FRIEND**, is gratuitously furnished to Chaplains and Missionaries for distribution among seamen and others. The Society also publishes the **LIFE BOAT** for the use of Sabbath-schools.

3.—**LOAN LIBRARIES**, composed of carefully selected, instructive, and entertaining books, put up in cases containing between thirty-five and forty volumes each, for the use of ships' officers and crews, and placed as a general thing, in the care of converted sailors, who thus become for the time, effective missionaries among their shipmates. This plan of sea-missions contemplates much more than the placing of a Christian Library on ship-board, in that, (1) It places the library in the hands of an individual who takes it for the purpose of doing good with it, and who becomes morally responsible for the use made of it, (2) It usually places the library in charge of the Captain of the vessel, (3) It contemplates a connection between the sailor and the individual who furnishes the library which he reads. The donor of each library is informed, if he requests it, when and where it goes, and to whom it is entrusted; and whatever of interest is heard from it, is communicated. The whole number of libraries sent out by the Society, to Dec. 1st, 1876, is 5,723, containing 268,000 volumes. Calculating frequent re-shipments, they have been accessible to probably 250,000 men. Over one thousand hopeful conversions at sea have been reported as traceable to this instrumentality. A large proportion of these libraries have been provided by special contributions from Sabbath-schools, and are frequently heard from as doing good service. This work may be and should be greatly extended. More than 20,000 American vessels remain to be supplied.

4.—The establishment of **SAILORS' HOMES**, **READING ROOMS**, **SAVINGS' BANKS**, the distribution of **BIBLES**, **TRACTS**, &c.

The **SAILORS' HOME**, 190 Cherry St., New York, is the property and under the direction of the Society. It was opened in 1842, since which time it has accommodated over 90,000 boarders. This one institution has saved to seamen and their relatives, \$1,500,000. The moral and religious influence on the seamen sheltered there, can not be estimated. More or less shipwrecked seamen are constantly provided for at the Home. A Missionary of the Society is in daily attendance, and religious meetings are held on week day evenings. Similar institutions exist, in other cities, under the care of auxiliary Societies.

NOTE.—Twenty dollars contributed by any individual or Sabbath-school, will send a Library to sea, in the name of the donor. The **SAILORS' MAGAZINE** is, when asked for, sent gratuitously to Pastors, who take a yearly collection for the cause, and to Life-Members and Directors, upon an annual request for the same.